

MILKMAID
STERILIZED
NATURAL MILK
A SUMMER DRINK.

Hongkong Daily Press.

ESTABLISHED 1857.

No. 17,272.

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HONGKONG, FRIDAY, SEPTEMBER 12th, 1913.

五拜禮

號二十月九年二國民華中

PRICE, \$3 PER MONTH.

Give
them
Bovril

Because the Body-Building
Power of Bovril has been
proved to be from 1 to 20
times the amount taken.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 37½ lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 9th June, 1913. [788]

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(MITSU BISHI CO.)
COAL DEPARTMENT
SOLE PROPRIETORS OF TAKASIMA,
OCHI, MUTABE, YOSHINOTANI,
KIOHIDAKE, HOJO, KANADA,
NAMAZUTA, SAYO, SHINNEW
AND KAMİYAMADA Collieries.
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AGENTS:—
CHINKIANG—Messrs. GEARING & Co.
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SINGAPORE—Messrs. BORNEO Co., Ltd.
For Particulars, apply to—
K. KATO,

Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1913. [800]

SIEN TING.

SURGEON DENTIST.
No. 10, D'ARQUILL STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1913. [480]

NEW CARTRIDGES.

BY popular English Manufacturers. In
all Bore and Sizes.
SMOKELESS POWDERS AND CHILLED
SHOT. From No. 10 to S&S&G at \$8.37
and \$7.50 per 100. **SPORTING REQUIS-**
ITES AND AIRY GUNS in Variety.
Inspection Invited.

W. SCHMIDT & Co.

Hongkong, 17th April, 1913. [589]

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Mer-
chants, Wholesale and Retail Iron-
mongers, Pig Iron and Foundry Coke
Importers, General Storekeepers and Ship-
chandlers, Nos. 35 and 37, Hing Loose
Street (2nd St. West of Central Market).
Telephone No. 615. [56]

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.		Every 15 minutes.
7.00 a.m. to 8.00 a.m.	...	10 "
8.00 " " 10.00 " "	...	15 "
10.00 " " 11.00 " "	...	15 "
11.00 " " 12.00 p.m.	...	15 "
12.00 p.m. to 1.00 p.m.	...	10 "
1.00 p.m. to 1.15 " "	...	15 "
1.15 " " 1.45 " "	...	15 "
1.45 " " 2.15 " "	...	15 "
2.15 " " 5.00 " "	...	15 "
5.00 " " 8.10 " "	...	10 "
NIGHT CARS.		
8.50 p.m. and 9.00 p.m.	9.30 to 11.00 p.m.	
Every Half-Hour.		
11.00 p.m. to 11.45 p.m.		
Every Quarter-Hour.		
SUNDAYS.		Every 15 minutes.
8.00 a.m. to 10.30 a.m.	...	10 "
10.30 " " 11.00 " "	...	15 "
11.00 " " 12.00 noon	...	15 "
12.00 noon " 1.00 p.m.	...	10 "
1.00 p.m. to 5.00 " "	...	15 "
5.00 " " 6.00 " "	...	10 "
6.00 " " 7.00 " "	...	10 "
7.00 " " 8.10 " "	...	10 "

NIGHT CARS as on Week Days.
SUNDAYS
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1913. [523]

A CHOICE SELECTION:

FRY'S KING GEORGE V.
AND
QUEEN MARY CHOCOLATES.
CADBURY'S IMPERIAL CHOCOLATES.

A SPECIALITY:

FRESH HOME-MADE CHOCOLATES.
WEISMANN, LIMITED.

[38]

SOUTH

MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE TO APRIL 30th, 1914.

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped
Sleeping, Dining, and First-Class Cars, is operated between Dairen and Changchun
in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct
Mail Steamer Service by the s.s. **KOBE MARU** and **SAKAKI MARU** (each Equipped with
Wireless Telegraph) as follows:—

NORTH BOUND.

1st Class Fares						
\$ 40.00	Shanghai (Steamer) ...Lv.	Forenoon		Mon.	Wed.	Wed.
	Dairen (S.M.R. Train) ...Ar.	3.20 p.m.		Mon.	Wed.	Fri.
Y 14.95	Mukden " ...Lv.	11.25 "		"	"	"
	" " ...Ar.	11.50 "		"	"	"
Y 11.50	Changchun " ...Lv.	6.50 a.m.	Tues.	Thurs.		Sun.
	" " ...Ar.	8.00 "	"	"	"	"
R 9.60	Harbin (Russian Train) ...Lv.	2.00 p.m.	"	"	"	"
	" " ...Ar.	"	"	"	"	"

Connecting at Harbin with { State Express from Moscow } Wagon-Lits from Moscow } State Express to Peking }

SOUTH BOUND.

R 9.60	Harbin (Russian Train) ...Lv.	* 10 a.m.	Mon.	Wed.		Fri.
	Changchun " ...Ar.	* 6.30 "	"	"	"	"
Y 11.50	Mukden (S.M.R. Train) ...Lv.	7.00 "	"	"	"	"
	" " ...Ar.	1.50 p.m.	"	"	"	"
Y 14.95	Dairen " ...Lv.	2.10 "	"	"	"	"
	" " ...Ar.	10.20 "	"	"	"	"
Y 40.00	Shanghai (Steamer) ...Lv.	Noon	Thurs.	Sat.		Mon.
	" " ...Ar.	Forenoon	"	"	"	"

* Russian Train Time is 23 minutes faster than the S.M.R. Time.

The above fares do not include the Sleeping Car Supplement and Express Extra Fee.
THE "SAKAKI MARU."—This vessel, which leaves Shanghai every Monday
and connects with the Wagon-Lits service on the Trans-Siberian Railway, is a new Turbine
Steamer of 3,450 tons specially built for the Shanghai-Dairen Line. She has a speed of 19
knots per hour, and is fitted with every up-to-date appliance for comfort, safety, and conveni-
ence. Accommodation: 63 First-Class (including 4 special cabins and 3 family cabins), 20
Second-Class, and 164 Third-Class. First voyage from Shanghai, August 18th.

MUKDEN-ANTUNG LINE.—MANCHURIA-CHOSON THROUGH SERVICE.—
Thrice-Weekly Express Service between Changchun and Fusan without change, establishing
direct link between the Trans-Siberian Express Service and the Imperial Japanese Govern-
ment Ferry and Railway Service, reducing the journey between Manchuria and Japan by
nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and
Tokyo by rail with the exception of the short passage between Fusan and Shimoda.
London to Tokyo in 13 1/2 days; Peking to Tokyo in 4 1/2 days.

RAILWAY HOTELS.—**YAMATO HOTEL** (Tel. Add. "Yamato"). At
Dairen, Port Arthur, Mukden, Changchun, and Hoshigaura (the finest sea-side resort in
North China), all under the Company's management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable
at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.;
Messrs. THOS. COOK & SON; REISEBUREAU DER HAMBURG-AMERICA LINE;
the NORDDEUTSCHER REISEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai, from whom
all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

SOUTH MANCHURIA RAILWAY CO.

Tel. Add.: "MANCHURI." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots;
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MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

[2]

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK" Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1, and Watkin's.

DRY DOCK DEPARTMENT.—Telephone Nos. 376, 506, or 681.

NO. 1 DOCK. Docking Length 515 ft. **NO. 2 DOCK.** Docking Length 376 ft. **NO. 3 DOCK.** Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material
including all shafts are kept in stock. Two powerful tow boats, floating derrick to
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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92 buildings, principally of brick and steel, 310 entrances. 37 buildings are private
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Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

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KUPPER

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THE BEST BOTTLED LAGER BEER.

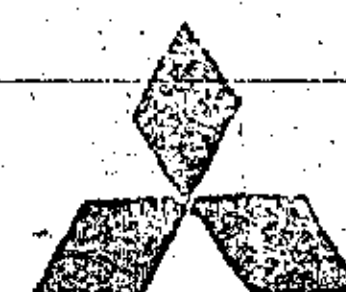
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(ESTABLISHED 1864).

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Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contralto Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's
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and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI.—Telegraphic Address: "DOCK" NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks (No. 1 ...)	510 ft.	77 ft.	26 ft.
(No. 2 ...)	350 ft.	53 ft.	24 ft.
(No. 3 ...)	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready
at short notice.

AT KOBE.—Telegraphic Address: "WADADOCK" KOBE.

	Floating Docks.	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.	
Max. Length of Ship taken in	460 Feet.	580 Feet.	
Max. Breadth " "	56 "	66 "	
Max. Draft " "	22 "	26 "	

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Sheerlegs, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

28th May, 1913.

[720]

WASHABLE DISTEMPER PAINT

"SYNOLEO."

Requires only the addition of cold water to be ready for use.

Absolutely dependable in its results.

MANY ARTISTIC TINTS STOCKED IN HONGKONG.

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TELEPHONE No. 696.

Expiation, by E. Phillips Oppenheim ...	\$1.75	Mrs. Murphy, by Barry Pain ...	80
The Cottage in the China, by Headon ...	1.75	The Head Lad, by Nat Gould ...	80
Hill ...	1.75	Pansy Meares, by H. W. C. Newte ...	80
The Hour Glass Mystery, by Headon ...	1.75	Pale Amethyst, by N. Gascoigne ...	80
Hill ...	1.75	Boy, by Marie Corelli ...	80
Brave Brigands, by May Wynne ...	1.75	The Second Chance, by Paul Trent ...	1.75
The Thirteenth Guest, by Fergus Hume ...	1.75	Farze the Cruel, by John Trevena ...	80

Large Selection of New Sixpenny Novels

4 for \$1.00

[929]

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HONGKONG HOTEL.

Recently Refurnished and Redecorated.
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe.
Bedrooms with European Bath and
Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.
J. H. TAGGART, Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.

All Electric Trams Pass Entrance.
One Minute's Walk from Ferry.
Telephones on All Floors.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System Throughout.
Best of Food and Service.
Hotel Launch Meets All Steamers.
Telephone No. 373.
Tel. Address: "VICTORIA."
R. H. NORTH, Manager.

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.
THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and
is now luxuriously furnished and up-to-date
in every respect, situated in the most central
position. Large and Airy Rooms, Hot, Cold,
and Shower Baths, Electric Light Throughout
and Fans. Large and Comfortable Lounge,
Private and Public Bars and Billiard Rooms.
CULINE ENTIRELY UNDER EURO-
PEAN SUPERVISION. Sanitary Arrange-
ments of the latest. HOTEL LAUNCH
MEETS ALL STEAMERS. Monthly Rates
for Tiffin and Dinner. Special Rates for
married families on application to—
FREDERICK REICHMANN,
Proprietor.

(Late Manager of J. H. LLOYD'S (Procadero),
leading Caterers in London, and
GRAND ORIENTAL HOTEL, Colombo.)
TELEPHONE No. 197.
TELEGRAPHIC ADDRESS: "COMFORT,"
Hongkong.

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.
FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL. Unrivalled for
Comfort, Health and Convenience, Telephones
in Every Room, prompt connection main-
tained by six lines to Central.
Fifteen Minutes from Principal Landing
Stage. Moderate Tariff and Excellent
Cuisine, Roof Garden and Social Rooms,
European Runner meets Steamers.
T. O. PRUESTER,
Manager.

"BRAESIDE."

PRIVATE HOTEL.

STANDING in its own grounds, with
Tennis and Croquet Lawns, Large
Airy and Well Furnished Rooms, every home
comfort. Fine View of the Harbour.
Apply to—
Mrs. F. W. WATTS,
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VICTORIA HOTEL

SHAMSEEN-CANTON.

Telegraphic Address: "VICTORIA, SHAMSEEN."
SITUATED ON THE BRITISH CONCESSION.

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MACAO.

Telegraphic Address: "FARMER, MACAO."
SITUATED IN THE CENTRE OF PRAYA GRANDE.
Both Hotels electrically lighted, and under
experienced European Supervision.
GRIDERS AND CHAIRS PROVIDED.
Every Information and Special Attention
given to Tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor.

[1025]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of Every Description
in Stock.

Developing, Printing and Enlarging.
Canton Marbles in Various Shades.

TELEPHONE 1219.

Hongkong, 16th April, 1913.

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INTIMATIONS

A. S. WATSON & CO., LTD.,
ESTABLISHED 72 YEARS.

WINE & SPIRIT MERCHANTS.

WATSON'S
VERY OLD LIQUEUR
SCOTCH WHISKY.

Our Celebrated **E** very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation as **THE LEADING SCOTCH WHISKY IN THE EAST.**

WATSON'S
BRANDY.

Finest very old **BROWN BRANDY** Guaranteed 25 years age, in wood. The finest liqueur **BRANDY** on the market.

A. S. WATSON & CO., LIMITED,
ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of LAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Lieber. P.O. Box, 34. Telephone No. 12.

BIRTHS.

CAREY.—On September 9th, at Canton, to Mr. and Mrs. F. W. CAREY, a daughter. [1067]
BINDER.—On September 10th, at Kowloon, the wife of G. W. BINDER, of a son. [1068]
WILSON.—On August 12th, at Sutton, wife of HAROLD CHATTERTON WILSON, a daughter.

HONGKONG OFFICE: 101, DES VŒUX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 12TH, 1913.

The Japanese woman in the Meiji Era—the Era of Enlightenment—has been steadily “emancipating” herself from the thraldom of the Confucian doctrine of female inferiority. The subjection of women in Japan, the authorities tell us, is historically recent. In ancient days the sex was prominent in politics, literature, art and social life, some of the greatest names in native literature being those of women. The change came with the introduction of Confucianism, with its doctrine of the natural inferiority of woman to man, directing, among other things that the education of women shall be restricted to reading and writing; and insisting that her primal duty is obedience to her husband, whom she is denied the right of selecting. With the diffusion of Occidental ideas by means of personal observation and reading there has been a breaking away from these later traditions of the country. Throughout the Empire may now be found normal and high schools for girls and in Tokyo a school for the daughters of the

nobility. The Ueno Academy of Music, with a staff of foreign and Japanese teachers, is said to have probably more female (than male) students. These reflections are suggested by the fact that the Educational world of Japan is at present much perturbed over a report that the officials of the Educational Department are seeking to exclude women from the Imperial Universities. Three women students have recently been elected to the Imperial University in Tokyo—an event which doubtless was never dreamt of when the University was established, and the Education Department is said to be seeking to interpret the Imperial decree granting a charter to the University in a way that shall exclude women from its privileges. There are people, it seems, who are aghast at the idea that women shall be allowed the title *gakushi*, which is the designation allowed to graduates of the Imperial University, because “this will create a rather strange situation in view of the present position of women in Japan.” Yet there are among the Press valiant defenders of the claims of women to the privileges of the Universities. The *Osaka Mainichi*, for example, declares itself to be astonished at the “imbecility and narrow-mindedness” of the officials in the Education Department who would close the Universities to women. “The ladies,” it says, “went through exactly the same entrance examination as the men, and they have proved equals of the men. If the ladies are able to graduate from the University, that fact in itself is the most unmistakable vindication of their claim to be able to attain what has hitherto been the monopoly of the men. Then why grudge them the title?” We have seen no satisfactory answer to this question. There is a suggestion that the case of the three ladies who have recently passed the entrance examination should be treated as “exceptional,” like the reputed case of the only lady who became a Freemason after she had surreptitiously become acquainted with the secrets of the Society. But is the New Woman of Japan likely to consent to any such settlement? At the present time they appear to be neither numerically strong enough nor sufficiently well organised to offer successful resistance themselves, but it is a notable sign of the times to find that influential newspapers in Japan are giving their support to this claim to equal treatment of the sexes in the matter of educational opportunities, and it will be interesting to learn the outcome of this little controversy.

The Parsee community to-day celebrates the beginning of a New Year.

Messrs. Thos. Cook & Son's list of sailings from China and Japan for the October–December quarter is now issued.

The Hongkong Gymkhana Club's fifth gymkhana this season is fixed for Saturday, October 11th. Entries close on October 1st.

The Royal Colonial Institute Year Book for 1913, just received, shows 33 Hongkong members, though several of these are now no longer in the Colony.

An illustrated Report of the China Inland Mission for 1913 has been issued bearing the title “China and the Gospel.” The report occupies 111 pages of print and a full list of the stations and missionaries: statistical tables and accounts occupy a further 70 pages.

Among those who have accepted the invitation of the Directors of the Hongkong and Whampoa Dock Company to the launching of the Hongkong, Canton and Macao Steamboat Company's new steamer *Tai Shan* next Wednesday morning are H.E. the Officer Administering the Government, H.E. Major-General Kelly, Commodore and Mrs. Anstruther and a large number of the leading residents of the Colony.

We are informed that the Filipino lawyer and journalist, Mr. Vicente Sotto, has been appointed a member of the Filipino Committee which is going to Japan to meet the new Democratic Governor-General of the Philippines, Hon. Francis Burton Harrison. The Chairman of the Committee is General Aguinaldo, who will arrive in Hongkong in the course of a few days, and Mr. Sotto accompanies him to Japan.

According to yesterday's Observatory report, the typhoon travelled rapidly in a W.S.W. direction until early yesterday morning, having crossed South Formosa the previous afternoon. At mid-day yesterday it appeared to be moving slowly to the south-east of Hongkong. The Pescadore observations suggest that the disturbance divided, one portion curving to the north or N.N.E., but this had not been definitely ascertained up to the time the report was issued.

Two privates of the King's Own Yorkshire Light Infantry, named John Pritchard and Sidney Spence, were sentenced to six months' rigorous imprisonment at Singapore last week for breaking into the premises of Messrs. Whiteaway, Laidlaw & Co.

Whilst the police were executing a warrant to search No. 1, Fuk San Lane, on suspicion of it being an opium den, a Chinese of about 42 years of age jumped from the verandah of the first floor to the ground in an attempt to evade the police. He received injuries which necessitated his removal to the hospital.

Following the dispatch of a State architect to Japan, the French Government has approved the plans for the construction of a building at Tokyo to house the French Embassy there. It will cost a sum of 1,425,535, not including the expense of furniture, paintings, tapestry, etc. The Chamber has been asked for a credit of 1,185,000 to commence the work this year.

BANK DIVIDENDS.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

The Directors of this Bank have declared an interim dividend for the past half-year at the rate of 14 per cent. per annum free of income tax.

YOKOHAMA SPECIE BANK, LIMITED.
At the half-yearly meeting of shareholders held at the head office of this bank at Yokohama on the 10th inst., it was resolved to pay a dividend of 12 per cent. per annum for the half-year ending the 30th June, 1913, to add to the reserve fund ¥360,000 and to carry forward the sum of ¥1,229,000 to the next account.

THE MAGISTRACY.

ALLEGED EXTENSIVE EMBEZZLEMENT.
Before Mr. F. A. Hazeland, at the Magistracy yesterday, Arnaud Marinus Sonneveld, aged 45, a bank cashier, who was a passenger by the s.s. *Banri Maru*, appeared to show cause why he should not be extradited on a charge of embezzlement within the jurisdiction of Batavia, Netherlands-India. It is understood that the amount involved reaches 180,000 guilders. Chief Detective Inspector Collett applied for a week's remand, which was granted. The Dutch Consul-General, Mr. De Reus, was present in Court.

TRUCK OBSTRUCTION.
Inspector Dymond, in detailing the facts of a case in which Chinese were charged with causing an obstruction in the West Point district by trucks, said that until something was done to limit the amount of the loads they would never get over the difficulty. In the majority of cases also the trucks were undermanned.

RAIL ESTREATED.
Before Mr. G. N. Orme, the case came on for hearing in which a Chinese who was out on bail of \$50 was charged with being in unlawful possession of 85 Kwangtung \$5 notes, and 32 \$2 notes. Mr. J. H. Gardiner appeared for the defence, and Mr. F. B. L. Bowley prosecuted. Defendant failed to appear, and the bail was accordingly estreated.

H.M.S. “TRIUMPH.”

RELIEFS FOR THE CHINA STATION.

The *Triumph*, battleship, was recommissioned last month at Devonport with a navigating party including the following—Relief crews for the *Rosario* and the *Merlin* from Chatham, for the *Torch* from Devonport, for the *Philomet* from Portsmouth, and incidental China reliefs. The *Triumph* left for Hongkong soon after recommissioning and will remain here in Reserve.

The *Philomet* has been ordered to meet the *Triumph* at Hongkong, and having recommissioned here, is to proceed to New Zealand waters to follow the orders of the senior naval officers, New Zealand division. The *Merlin*, *Torch*, and *Rosario* will embark their new crews at Hongkong and recommission for further service as at present. The relieved crews of all four vessels will return to England by freight if no Government opportunity occurs.

ADMIRALTY APPOINTMENTS.

The following appointments are announced by the Admiralty:—Engineer Lieutenants—W. Dawson, to the *Tamar*, additional, as first assistant to First Engineer, Hongkong Yard; E. J. Connors, to the *Tamar*, additional, for Hongkong Yard, and for gun mountings of the Fleet; Fleet Surgeons—M. L. M. Vaudin, M.B., to the *Triumph*, for medical charge on voyage out, to date August 26th, and for Wethalwei sick quarters, undated; R. S. Bernard, to the *Triumph*, on relieving *Zamar*, undated. Staff Surgeons—L. C. Hunt, to the *Triumph*, additional, for Hongkong Yard, on relieving the *Panar*; Surgeons—J. D. G. Ferguson, to the *Olio*, to date August 12th; W. E. Lloyd, to the *Triumph*, on relieving the *Tamar*; and A. Fairley, M.B., to the *Merlin*, on recommissioning, undated.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE GERMAN AIRSHIP DISASTER.

A TRIP UNDER WAR CONDITIONS.

BERLIN, September 11th.

Just prior to the disaster to the German Naval airship off Heligoland (reported yesterday), a wireless message was sent from the airship saying that they would have to descend to the water, and asking for help. The disaster is attributed to loss of gas through the height at which the vessel was travelling, and to the shrinkage of the remainder, owing to the cold. The height and the largeness of the crew were due to the fact that the airship was doing a thirty-hours' trip under war conditions, necessitating its being kept at a height of 1,500 feet, in order to be out of the reach of shells.

Men on the torpedo-boats saw the crew throw out all the water ballast. The suddenness of the operation upset the equilibrium of the vessel, which failed to answer to the horizontal rudders, and shot nose downwards from a height of 300 feet. The crew remained above the water for a few seconds only. Those in the cabins had no time to escape, and were dragged down like rats in a trap. Others managed to jump clear, and swam about till they were picked up.

The bodies of Captains Metzger and Hahne and two men have been washed ashore near Cuxhaven. Two more were picked up by a smack off Heligoland.

Messages of condolence have been sent from all over the world, including the Kaiser and Kaiserine and Prince Henry of Prussia.

Eye-witnesses say that the airship was manoeuvring with two waterplanes when a storm-cloud appeared with amazing suddenness. The aviators, realising the danger, tried fruitlessly to dodge the storm area. A torrential rain helped the hull of the Zeppelin seawards, and a squall hit it at the end and sent it whirling round and round into the sea. The waterplanes just managed to reach the land.

OFFICIAL EXPLANATION.

The official account of the Heligoland disaster refutes criticisms published in Germany that the airship was overloaded, and says it was owing to an extraordinary change in the weather, and that the accident must be attributed to a higher Power. The disaster in no wise diminishes the fighting value of Zeppelins.

The English Press, while deeply sympathising with Germany's misfortune, expresses the opinion that the disaster emphasises the instability of the airship compared with aeroplanes.

ANOTHER AIRSHIP MISHAP.

LEIPZIG, September 11th.

Zeppelin airship No. 5, on returning from manoeuvres after a difficult journey, could not be housed in its shed owing to a strong cross wind. One hundred and fifty persons were holding the vessel down when a sudden gust of wind carried the airship up, and it was only saved by the prompt restarting of the motors.

Four soldiers who did not let go the ropes soon enough were carried up. One jumped off, another was dragged into the car, and two fell a distance of 450 feet and were killed instantaneously.

LATER.

The Zeppelin No. 5 has been successfully housed in its shed.

AMERICA'S NEW TARIFFS.

WASHINGTON, September 11th.

The Democrats in the House of Representatives contend that the Senate's amendments to the Tariff laws will reduce the revenue to below the Government's needs. They intend to try and induce the Senate to reconsider some of the amendments. The Senate also made \$3,000 the minimum for incomes liable to income-tax, instead of \$4,000, but the rate for larger incomes was increased.

ENGLISH CRICKET.

LONDON, September 11th.

Lord Londesborough's eleven beat Kent by 337 runs at Scarborough.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

SCIENCE AND PSYCHOLOGICAL RESEARCH.

SCIENTIST'S INTERESTING ADDRESS.

LONDON, September 11th.

Sir Oliver Lodge, in his presidential address at the meeting of the British Association in Birmingham, urged the continuity of life and matter, and appealed to scientists not to take a negative view of subjects outside their own special studies, but to endeavour to co-ordinate all sciences and establish some guiding and unifying principle for all to study the unknown as well as the known, and to abandon their scepticism. He concluded by declaring that he had not shrunk from giving a personal note summarising the results on his own mind. After thirty years' experience of psychological research he and his co-workers were convinced that occurrences now regarded as occult can be examined and reduced to order by methods of science, and facts so examined convinced him that memory and affection are not limited to that association with matter whereby alone they manifest themselves here and now, and that personality persists beyond bodily death.

CENTENARY OF ANGLO-AMERICAN PEACE.

A NOTABLE CEREMONY.

NEW YORK, September 11th.

The centennial anniversary of the battle of Lake Erie was celebrated at Putin Bay, Ohio, by the dedication of a marble pillar 335 feet high commemorating the centenary of Anglo-American peace.

Mr. Taft was the principal speaker. The remains of the Anglo-American officers killed in the battle were ceremoniously disinterred to-day, and reinterred in the crypt of the Perry Memorial, accompanied by religious and military exercises.

THE CHANCELLOR AND THE CECIL FAMILY.

MR. LLOYD GEORGE REPLIES TO LORD SALISBURY.

LONDON, September 11th.

Mr. Lloyd George, in a letter to the *Times* in reply to Lord Salisbury, says he can and will readily furnish instances of the investments of members of the Cecil family when in office, but the responsibility of publication must rest with Lord Salisbury.

RUSSIAN FLEET TO VISIT ENGLAND.

LONDON, September 11th.

A Russian fleet of five battleships and four cruisers arrives at Portland on the 13th instant and will stay a week. The fleet is returning the visit paid by a British squadron to Russia in 1912.

BRITISH BOXING CHAMPIONSHIP.

WELLS DEFEATS MOIR.

LONDON, September 11th.

Bombardier Wells knocked out Gunner Moir in the fifth round of a match for the championship of Great Britain at the Canterbury music hall.

THE ST. LEGER.

DESCRIPTION OF THE RACE.

LONDON, September 11th.

Fine weather favoured the Doncaster meeting, and there was a large crowd present to witness the race for the St. Leger. The going was hard. Settling down, Louvois led from Seremond and Jameson, with Night Hawk last. Half-way round the order of the leaders was unchanged, and Night Hawk was still last. In the straight, Louvois dropped behind Seremond and Birlingham, and was followed by White Magic, Arda, and Night Hawk. Close home Night Hawk burst to the front and won easily by two lengths. White Magic was second, three lengths in front of Seremond, Arda being fourth. Louvois was favourite at 9 to 4 against Twelve ran.

The betting was:—50 to 1 against Night Hawk, and 33 to 1 against White Magic and Seremond.

The time for the St. Leger was 3 minutes 33.5 seconds, which is a record.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE NANKING MURDERS.

JAPAN'S DEMANDS TO BE PRESENTED BY JAPANESE LEGATION.

PEKING, September 11th.

The Japanese Legation has been instructed from Tokyo to present Japan's demands to the Chinese Government in connection with the Nanking affair. The Legation describes the demands as exceedingly moderate.

FRANCE AND GREECE.

FRENCH PRESS IRRITATED BY KING CONSTANTINE'S SPEECH.

PARIS, September 11th.

The irritation in the French papers over King Constantine's speech at Berlin continues unabated. Some demand the recall of General Eyraud and other French Military organisers in the service of Greece, whose engagements have just been extended for two years. They say that King Constantine's attitude is very different to that of his late father, while the Queen ignores everything French. The papers ask, “Will Germany support the Greek claims to the Islands at present held by Italy?”

The German Press give prominence to extracts from Athens' papers, including one from the semi-official organ *Patria*, explaining that “Greece and Germany have common aims and common enemies.”

ATHENS, September 11th.

The following semi-official statement has been published:—“The Press and public opinion are deeply stirred by the misunderstanding arising out of the speech of King Constantine in reply to the Kaiser. Greece will never forget the great services France has always rendered, nor the work of General Eyraud and the French military mission. The words of King Constantine ought not to be interpreted as they have been by France.”

THE PEARL NECKLACE THEFT.

PROSECUTING COUNSEL'S STATEMENT.

LONDON, September 11th.

The five men who were arrested in connection with the theft of a famous pearl necklace were charged at Bow Street.

Counsel for the prosecution dwelt on the stimulus of £10,000 sterling offered as a reward, and stated that a Frenchman met one of the accused at Antwerp, the latter desiring a purchaser for an article of the value of a million and a half francs. Eventually the Frenchman was told of this famous necklace, and consulted with his cousin as to how they could gain the reward. The couple, with an expert jeweller, co-operating with the London police, entered into prolonged, elaborate and skilful negotiations for the pretended purchase of the necklace, actually buying two of the best pearls and paying 100,000 francs for them. This led to the arrest of the accused.

Counsel remarked that the negotiations were conducted with the most admirable verve and discretion.

THAW RELEASED BY CANADIAN AUTHORITIES.

AND ARRESTED NEAR COLERIDGE.

NEW YORK, September 11th.

Thaw has been released by the Canadian Authorities, and after being rushed across the frontier he entered a motor car, into which a number of journalists followed him. He wandered through Vermont and New Hampshire, and was eventually arrested at a school-house near Colebrook by order of the Acting Governor of New York State.

COAST GUARD, September 11th.

Immigration officers seized Thaw, and took him to a motor, shrieking and fighting madly. He smashed one of the windows with a bottle, and yelled “This is a case of kidnapping.” He was rushed to the Vermont border.

It is reported that the officers were acting on the instructions of the Minister of the Interior. Lawyers are astonished at the suddenness of the deportation.

Thaw has been taken across the border, the motor making direct for Matteawan Asylum.

CANTON NOTES.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Sept. 10th.

THE NANKING AFFAIR.

Governor-General Lung, in accordance with instructions received from the Board of Foreign Affairs, has ordered the District Magistrates, Military Commanders and Tranquillization Bureau to take special pains, in future, for the protection of all foreigners, missionaries and travellers, in the interior, in order to prevent a recurrence of the regrettable affair which recently occurred at Nanking.

KWANGTUNG NOTES.

The several seizures of forged Kwangtung notes made in Hongkong of late have given rise to many rumours, one of which is to the effect that the notes referred to are reprints from the original plates, and as a consequence the discount on these notes is becoming heavier every day. To relieve this embarrassing problem, Governor-General Lung has telegraphed to the Board of Finance asking that \$4,000,000 or \$5,000,000 be at once remitted to Canton. The General belief, he says, is that at present there are \$50,000,000 worth of notes in circulation but, in fact, the real figure is \$27,000,000, which is composed of \$15,000,000 issued by the new Government and \$12,000,000 issued by the Kwangtung Government during the old régime. The only way to restore these notes to their face value is to re-establish the bureau for exchanging them for subsidiary coins; hence this requisition.

Tutuh Lung in a communication to the Chinese Minister in Japan suggests that during their exile abroad, it is quite possible that fugitive rebel leaders may try to smuggle forged Kwangtung notes into the interior, and thus seriously jeopardize trade. He requests that the Chinese Consuls in the various ports in Japan be instructed to make close investigations and, in the event of any discoveries being made of such counterfeit notes, or plans for manufacturing them, representations should be made to the Japanese authorities for the arrest of the forgers.

A PROHIBITION TO BE WITHDRAWN.

It is reported that the Tutuh intends to shortly withdraw the prohibition enforced by ex-Tutuh Wu against more than \$60 in subsidiary coins being carried by any one person out of Canton.

GAMBLING AND OPIUM SMOKING AMONGST SOLDIERS.

The vernacular press has, on more than one occasion, reported that gambling and opium smoking are being indulged in by certain soldiers in the old city, who defy the efforts of the police. It certainly seems strange that this state of lawlessness amongst the soldiery is entirely overlooked by the proper authorities.

UNIVERSITY OF HONGKONG.

MATRICULATION EXAMINATION.

September, 1913.

The following gentlemen have been successful in the above examination:—

- 7.—Fok Wing Kan.
- 8.—Au Kim Kwong.
- 9.—Cancio J. George.
- 10.—Lee I. Cheung.
- 11.—Ma Chin Ki.
- 12.—Yip Fok Sang.
- 13.—Chau Cheung Kiu.
- 14.—Chau Yat Kwong.
- 15.—Chau Sun Fong.
- 16.—Yung Hin Lun.
- 20.—So Wen Ki.
- 21.—Chau Siu Tim.
- 22.—Yan Yek Cheung.
- 23.—Yen Yu Cheun.
- 24.—Ho Wing Yuen.
- 25.—S. T. M. Barna.
- 26.—J. L. Goldenberg.
- 31.—Wong Ying Chun.
- 32.—Chiu Cho Sun.
- 33.—Lu Tak Chung.
- 38.—Paul Sun Wing Chung.

This list does not include the result of the examination at Penang.

MARRIAGE PROBLEM.

Should a man keep his promise to marry a woman who has accidentally lost an arm? This question is raised by a Flutshire jury's award of \$25 damages for breach of promise to a girl, whose sweetheart contended that she had lost an arm in a railway accident, she was incapacitated from becoming the wife of a working-man. The Rev. Hugh Chapman, of the Chapel Royal, Savoy, took the man's view. "Of what use," he asked, "would a crippled woman be in a working-man's home? He has to work for his living, and he naturally wants a wife who would be an asset not a burden. There is no room for sentiment and delicate romance in the homes of the poor. Marriage on a low wage is more of a practical fact than a pleasant dream, and, in my opinion, it is nonsense to marry that a man should be expected to be a burden to a woman who would probably be a burden to him." Lady Troubridge, the authoress, was equally emphatic, but she was on the side of the woman. "So long as the girl had body enough to hold her soul he ought to marry her," she contended. "Love counts everywhere, and surely, if a man loved woman truly, the fact that she lost an arm, or suffered any other affliction, would make him love her still tenderly."

UP RIVER NOTES.

[FROM OUR OWN CORRESPONDENT.]

A RAPID FALL OF THE RIVER.

SHU-HING-FU, Sept. 9th.

During the past week the water has been falling rapidly at the rate of over two feet a day on this river and the gauge at Samshui now registers only 6 feet, showing a drop of about 19ft. since we were there a week or so ago. Owing to this rapid fall H.M.S. *Sandpiper*, which was despatched to the scene of the piratical attempt near Wangshek on the North River, had to turn back some six miles beyond Ching Yuen.

PIRACY AND BRIGANDAGE.

It appears that some 500 or more troops were sent up from Ching Yuen, but from all accounts they came back without having accomplished more than a reconnaissance, their number being insufficient to cope with the growing number of pirates and brigands with which this district is now infested. Several villages were searched, but there seems to be very little possibility of anything being accomplished unless a much larger force is sent up and a clean sweep made of all suspected villages—something similar to that by the late Viceroy Shum, under the old Manchu régime, some years ago when the West River in Kwangsi, when whole villages being razed to the ground and men women and children put to the sword. There have been very few cases of piracy in those parts since.

The junk traffic is still held up both at Shaochowfu and Yingtak. A cargo junk which arrived at Samshui whilst we were there reported that they left Yingtak with about a dozen others, but some miles beyond Wangshek they left them and travelled during the night, passing this point in the early hours of the morning, just before daylight, and got through safely. All the other junks passing in broad daylight were cleaned out. We passed about a hundred salt junks flying various war flags, under the escort of about a hundred soldiers, bound for Shaochowfu. It would be interesting to know if they are successful in running the gauntlet, but I do not think they will proceed beyond Ching Yuen, unless a much larger number of soldiers accompany them.

The General in command of troops at Ching Yuen informed the commander of the *Sandpiper* that he would not advise any more attempts being made to reach Yingtak at present, as he would not guarantee protection.

WEST RIVER WELL PATROLLED.

The *Sandpiper* has just returned to Shamshui from a trip up to Wuchow, and is now en route for Canton. They report that everything is quiet on this river. Some months ago they were fired on at Coxcomb Point some miles beyond Yuet Sing. This seems to be the only part on this river that might be at all dangerous, and where any attempt at piracy would be made. However, the river is now well patrolled by the smaller type of Chinese gunboat. The *Kiang Koo*, a two-funnelled gunboat of the sloop type, fitted with wireless, patrols the river between Shui Hing and Dó Sing. The commander, who speaks English very well, informed me that there are now very few pirates between Samshui and Wuchow, they having all cleared out to the North River and the northern parts of Kwangsi.

SNIPES SHOOTING PROSPECTS.

Snipes are beginning to make their appearance on the river, but no great bags will be made until next month, when they should be quite plentiful everywhere. The sun is very hot during the day, but the nights are cool on the water, and one needs at least one blanket even in the cabin; there are no troublesome mosquitoes, and there are no signs of rain.

DAMAGE BY FLOODS.

The typhoon of about two weeks ago played havoc with the water front of this city, which at the same time was under ten feet of water. The rise of the water was so sudden that the inhabitants were unable to remove their goods to a higher level, as they generally do in time of flood, and consequently many thousands of dollars worth of merchandise was ruined. Most of the houses along the river tumbled down, but now that the waters have fallen the owners are busy rebuilding them. They say that it was the highest and most sudden rise in their remembrance, for which, no doubt, the typhoon that accompanied it was partly responsible. There is great distress in Kwangsi, the usual aftermath of a heavy flood, and we have passed several gunboats towing junks laden with rice to relieve the misery in the many towns and villages which have been swept away.

H.M. torpedo-boat 37 passed here this morning returning from a trip to Wuchow.

SUPREME COURT.

Thursday, September 11th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. J. H. KEMP (PUISNE JUDGE).

CLAIM ON AN INSURANCE POLICY.

His Lordship delivered a lengthy judgment in the action brought by Ip Tsuk Sam, a Chinese doctor, against the Po Wah Insurance Co., Ltd., to recover \$1,000 under a policy of insurance. In the course of his remarks the Puisse Judge said that three issues arose in the case, namely (1), existence of insurable interest; (2), amount of loss, and (3), fraud. On the first issue no evidence had been called on any of the points raised, and he could not assume them against the plaintiff. On the second there was no evidence particularly directed to the points, and no grounds for rejecting the plaintiff's story. With regard to the third point, it was impossible on the evidence that the plaintiff's partnership in the Sui Wo Tong was proved sufficiently. The whole case revolved itself into a conflict of evidence between the plaintiff and a witness for the defendants named Tai Chip Shan. The attempts to upset the plaintiff's evidence on all other points having failed, and the onus being on the defendants to prove fraud, his Lordship thought he was bound to find in favour of the plaintiff on the question of the interview, and that practically concluded the whole case. There would therefore be judgment for plaintiff with costs.

TENANT SUED BY LANDLORD.

B. M. Conception sued A. Foster to recover the sum of \$68, being as to \$30 due for rent of the top floor of No. 35, Morrison Hill Road, lately occupied by defendant, and as to the balance the value of certain partitions belonging to the plaintiff and wrongfully removed by defendant from the said premises.

Mr. F. Mason (of Mr. F. X. d'Almada's office) appeared for the plaintiff, and Mr. C. A. S. Russ (of Messrs. Goldring & Russ) represented the defendant.

Mr. Mason, in opening, stated that a sum of \$36 had been paid into Court. Plaintiff was the landlord of several houses, and the tenants on the 26th June received notice from the Sanitary Board that the landlord had been ordered to remove all interior ceilings, etc. Defendant thereupon left the premises and refused to pay the rent; at the same time he removed a partition by the side of the stairs which plaintiff had put up. A dispute had arisen as to the ownership of the partition, and defendant had filed a counterclaim for the cost of removal. There seemed to be various items in the counterclaim, and before going into particulars it would be better definitely to decide whether any claim could arise in the circumstances. The right of the defendant to claim anything was disputed.

After hearing evidence his Lordship entered judgment for plaintiff for \$39, and as there was no termination of the tenancy by the landlord, he also entered judgment for plaintiff on the counterclaim.

HOW HAVE THE MIGHTY FALLEN.

Queer advertisements appear in *The Times* occasionally, but the *Malay Mail* thinks the following, apart from its local associations, "takes the biscuit":—

Englishman, 23, well educated, strong, healthy, good family, travelled, has been unfitted for ordinary employment by becoming first a schoolmaster and afterwards a rubber planter; is at present in the Federated Malay States. Will any philanthropically disposed magnate offer him a post anywhere in which he will have a living wage and good prospects? Apply to "Nil ardui," O. 561, *The Times* Office, E.C.

The F.M.S., our Malay contemporary adds, have had many a hard knock of late, but to think that an ex-schoolmaster and rubber planter who has to make a worker within our borders has to make such an appeal as that which appears above! Truly, as an "Old Hand" remarks, in calling our attention to the advertisement, "How have the mighty fallen!"

SUFFRAGETTES ATTEMPT TO HORSE-WHIP A PRISON DOCTOR.

-RESCUED BY OTHER FEMALE PRISONERS.

The attempt on August 9th of a band of militants to horse-whip Dr. Pearson, medical officer of the Holloway Gaol, in revenge for the forcible feeding of suffragette prisoners, had a humorous side. The attack on Dr. Pearson had just begun, when a rescue party of female prisoners, who had just served their sentences for ordinary offences, rushed up. The suffragettes were signally routed. Indeed, it would have gone hard with them had not the police come up in time to protect them from the fury of the Amazonian rescuers. It appears that the strongest antipathy is felt by the suffragette prisoners, because the latter obtain release by hunger striking. The former, having to serve their full term, were delighted to have an opportunity of practically avenging their grievance.

ANOTHER BANK NOTE CASE.

Mr. G. N. Orme was again engaged yesterday afternoon in hearing evidence in another bank note case, in which Ma Kai Lap was charged with being in unlawful possession of Kwangtung bank notes to the value of \$89,000, at No. 13, Wing Sing Street, on the 27th ult.

Mr. F. B. L. Bowley prosecuted, and Mr. F. C. Jenkin (instructed by Mr. Leo d'Almada) appeared for the defence.

Evidence was given by Cheung Siu Lau, senior clerk in the Audit and Pay Department of the Canton Treasury, who stated that the notes produced were Imperial and Republican issues.

In cross-examination by Mr. Jenkin, witness said that the Treasury would not give silver on demand in exchange for notes. The Exchange Bank gave silver.

Mr. Jenkin—So the Exchange Bank owes somebody in silver about \$70,000 for these notes?—What do you mean exactly? If this Exchange Bank got these notes back without paying for them they would be very much obliged to the person who got them back?—Witness did not reply.

His Worship observed that was rather a truism.

Mr. Jenkin agreed, and said he thought the witness would admit it without trouble or delay.

Witness further said that the Treasury paid money to the Tutuh in order to pay the troops and various salaries.

Mr. Jenkin—And the payment of troops in Canton recently has been a matter of some difficulty, through financial embarrassment?—The money market is not tight.

Has there been any difficulty in Canton recently in finding money to pay the troops?—No.

Do you know it has been reported in the papers of this Colony that there has been great difficulty in paying the troops?—What the papers said had no foundation.

I think you will agree that if the Yamen could not swear that these notes belonged to them, but could get them back for nothing, they would be very useful to pay the troops?—Witness returned no answer.

Witness said that the Treasury paid these notes to a number of different departments and to a number of different people as well as to the Yamen. Of course he could not swear that these notes were actually paid to the Yamen, as there was no distinguishing feature.

Mr. Jenkin—How do you keep your private money in notes or silver?—I spend all that I get in the month. (Laughter.)

His Worship—In these troublous times it is not at all surprising.

Mr. Jenkin—Have you heard that a lot of rich Chinese—merchants and so on—came down to Hongkong with their property for safety owing to the disturbances in Canton?—No, I have not heard of it.

Would it surprise you to learn that the defendant came down from Hoi Fung with \$71,000 in notes, and title deeds to landed property in the Hoi Fung District to the value of \$100,000?—It is quite a common thing.

You do not suppose that title deeds for \$100,000 would be kept in the Canton Treasury?—I do not know.

The case was remanded.

AN ARTIFICIAL KIDNEY.

In connection with the recent Medical Congress in London, the demonstration which excited the most interest at University College was without doubt that of Professor Abel, of Baltimore.

Professor Abel presented a new and ingenious method of removing substances from the circulating blood, which can hardly fail to be of benefit in the study of some of the most complex problems. By means of a glass tube tied into a main artery of an unanesthetized animal the blood is conducted through numerous celloidin tubes before being returned to the veins through a second glass tube. The celloidin tubes are immersed in saline solution. All diffusible substances circulating in the blood pass through the intervening layer of celloidin, and can be found in the saline solution, where they can be subjected to fractional analysis. In this way Professor Abel has constructed what is practically an artificial kidney. In many instances the working of the added excretory organ is more rapid than that of the actual kidney of the animal; 3 per cent. per hour of salicylic acid can be removed from the blood. Although primarily the apparatus is of use in the estimation and analysis of the diffusible contents of the blood, it is possible that the principle may ultimately be adopted in the treatment of disease. At the close of the demonstration, which excited the liveliest interest and discussion, Professor Abel was accorded round after round of applause.

The remarkable originality shown in advertising Messrs. James Buchanan & Co.'s well-known "Black and White" and "Red Seal" Scotch whiskies must have struck most people. From Messrs. Garner, Quelin & Co., Ltd., the Hongkong agents of the firm, we have received a specimen of a new advertisement which takes the form of a handsome portfolio of characters from Dickens, being admirable reproductions in colours of fine paintings by Frank Reynolds.

SANITATION IN THE TROPICS.

SIR RONALD ROSS ON THE STATUS OF HYGIENE.

The Tropical Medicine and Hygiene Section discussed jointly with the Naval and Military Medicine Section the question of sanitary organization in the Tropics.

Sir Ronald Ross used the word sanitation in its widest sense, including under the term everything which tends to reduce the sickness and mortality of human beings. An effective administrative machinery is necessary for the prevention and treatment of disease, and this, in the view of the speaker, can best be secured by attention to the following points. The whole of the sanitary services of a country should be unified, and placed under a separate department of State. The sanitary service should not be subordinated to the Medical Service or vice versa; the time has gone by for the predominance of the medical side, for the head of the sanitary or preventive side has many-sided duties to fulfil and is occupied with public sanitary legislation, with large and expensive sanitary works, with municipal dealings, with epidemics and the detailed administration of the whole country. His work requires the training of a medical man; but in addition he must have the training, the mind, and the abilities of a statesman. The sanitary engineering department of the province or country must, if the sanitary service is to be effective, be under the control of the chief of that service and not independent of it, as is often the case. Research laboratories under trained workers should form a branch of the sanitary service; and a statistical department is a necessity. The power granted to even small municipalities whereby almost unlimited control is bestowed on them to deal with the lives of the people may be expended from a political standpoint, but from a sanitary point of view it cannot be commended in the case of tropical villages, where neither highly expert knowledge nor sufficient funds are available. When the sanitary service should be able immediately to send expert officers to the district to deal with the outbreak; and it is important that not only the officers of this department should be efficient, but the sanitary workmen must be trained, for without these it is not possible that the actual details of any measure can be carried out. A Minister of Public Health is an urgent necessity.

COLONIAL AND FOREIGN VIEWS.

Dr. von Hirtze, of the German Colonial Service, explained the organization of the sanitary and medical service in German East Africa, Kamerun, Togo, New Guinea, and Samoa. In these countries the military system prevails at present, but as these colonies progress it would seem probable that a separate civil sanitary and medical service would be established.

Colonel P. Hehir, I.M.S., described in detail the most recent organization of the sanitary and medical services in India. He drew attention to the fact that whereas in the early period of the British occupation of India the death-rate among European troops amounted to 80 per 1,000 per annum, in 1910 the death-rate was only 4.6; a proof that the present-day precautionary measures are bearing fruit. Among Indian troops also a similar improvement has taken place. The simple practical hygienic measures to native soldiers in India did great good, as when these men left the Army they carried the knowledge they acquired to remote villages.

Colonel W. G. King, C.I.E., insisted upon the necessity for a sanitary service in India under the control of a director who is independent of the disciplinary control of the medical service, and is responsible directly to the Government of the province. The prevention of disease is one thing, the treatment of disease quite another; and the two departments should be prevented clashing as regards predominance by making each separately responsible to the central authority.

Professor Wassilevsky (Heidelberg) drew attention to the fact that rabbits might be used as producers of vaccine lymph in place of calves. Dr. Agrmonite (Cuba) said that in Cuba the chief of the sanitary and medical service was a Cabinet Minister. Dr. W. Black (W. Australia) stated that in West Australia the ideal service as described by Sir R. Ross already existed. Dr. F. Sandwith (London) described the medical and sanitary measures in force in Egypt. Dr. C. Harford (Livingstone College) referred to the amount of good from a hygienic point of view the missionaries had done, especially those who had taken a nine months' course in elementary medicine and hygiene at Livingstone College, Lytton, E. Dr. Olpp also testified to the excellent effect the teaching of the missionaries had had in German West Africa. Dr. D. E. Anderson (London) dwelt upon the importance of having efficient officers in charge of the medical departments of our Crown colonies and Protectorates. Dr. Andrew Balfour (Rhurum) referred to the importance of having all sanitary inspectors and sub-inspectors sent from Britain to the tropics trained in elementary tropical hygiene.

MALARIA AND YELLOW FEVER.

Colonel Hehir read a paper on the "Prevention of Malaria in Troops in India." The destruction of mosquito larvae and the isolation of persons suffering from malaria are the two directly essential steps in any attempt at checking the inroad of malaria. Dr. van Loghem (Amsterdam) brought prominently forward "The Yellow Fever Danger for Asia" after the opening of the Panama Canal. This subject has been frequently dealt with by Sir Patrick Manson and others, and Dr. van Loghem suggested that there should be a co-ordination of all countries likely to be concerned to prevent the danger to Australia and to the countries bordering on the China Seas, should by laxity of inspection or control infected ships be allowed to pass the canal into the Pacific.

INTIMATIONS

AGRADECIMENTO.

NA impossibilidade de ir pessoalmente agradecer a cada uma das pessoas que assistiram ao funeral do Rev. Pe. João Gonçalves que hontem teve lugar, venho por este meio em meu nome e no de todos os meus companheiros de missão tributar a todos e a cada um em particular os mais sinceros e commovidos sentimentos de gratidão por esta homenagem prestada ao que foi superior d'uns, professor d'outros e amigo de todos, como era notorio.

Nao posso deixar de agradecer d'um modo especial ao Exmo. Revmo. Sr. Bispo D. Pozzoni, que por um excesso de bondade se dignou presidir pontificalmente a este acto, recebendo o endever a porta do Cemiterio precedido do clero da missão e dos seminaristas.

Aos Rdo. P. franceses das missões estrangeiras, as Rdo. Mes. Canossianas que com as suas alumnas foram ao Cemiterio, as pessoas que depositaram coronas de flores na sepultura (com especialidade a linda immortelle offerecida pelos antigos discipulos do finado) nao devo deixar de especificar.

Ao Rdo. Chantre P. Sarmento, aos Rdo. professores do Seminario Pes. Alves da Silva e João de Lima e ao Rdo. missionario Mathias Tang que de Macau vieram para assistir ao funeral, o meu profundo reconhecimento.

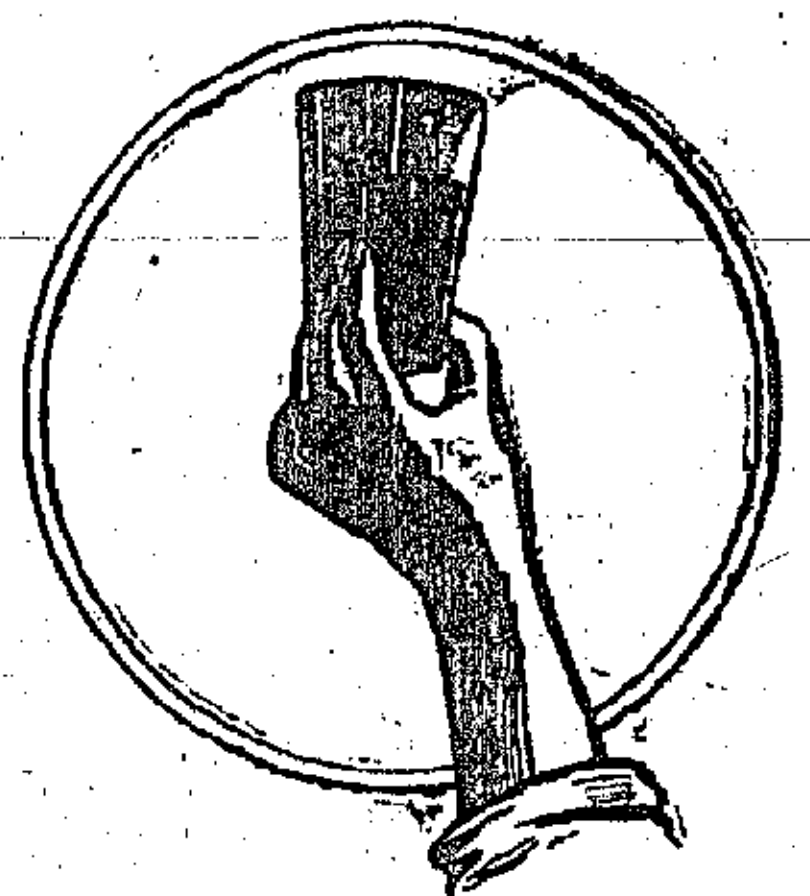
Aproveitando a occasião para o tornar bem publico por assim n'lo pedir o coracão cheio de gratidão, nao posso deixar de exprimir d'um modo muito particular os meus sentimentos de reconhecimento aos Rdo. Pes. Dominicanos Naval e Prnt pelo modo como tratavam na sua donçoa o chorado Pe. João Gonçalves durante os dois mezes que esteve na Procuracao do Hongkong.

PE. SEBASTIAO M. A. DA SILVA.

Hongkong, 10 de Setembro de 1913.

[1969]

THE BEST THE BREWER'S BREW



GUINNESS'S "WHEEL" BRAND STOUT.

SOLE AGENTS FOR CHINA:

H. RUTTONJEE & SON,

14, QUEEN'S ROAD CENTRAL.

[31]

MAPPIN & WEBB, LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS.)

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

CHATER ROAD.

[41]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Remittances, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 55. Telephone No. 12. Telegraphic Address: "Press." Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

NOTICE.

FRIDAY, the 12th inst., being PARSEE NEW YEAR DAY, our Store will be CLOSED at Noon. Customers are kindly requested to send in their Orders before that time.

H. RUTTONJEE & SON.
Hongkong, 12th September, 1913. [1071]

NOTICE.

THE OFFICE OF CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to Public Business on the 15th inst. (15th day, 8th moon), being the date of the Autumn Holiday.

E. GORDON LOWDER,
Commissioner of Chinese Customs.
York Buildings,
Hongkong, 11th September, 1913. [1072]

THE "INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRANI,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 18th inst., at 6 p.m., will be subject to rent.

All broken, chipped and damaged packages are to be left in the Godowns, where they will be examined on 18th inst., at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 11th September, 1913. [1073]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship.

"GREGORY APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impounding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 11th September, 1913. [1074]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSATE,"
Arrived Hongkong on 11th September, 1913
FROM BOMBAY, COLOMBO AND
SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Morea"
From Persia Gulf, ex s.s. "B. I. S. N."
and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD and DODD, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent
Hongkong, 11th September, 1913.

PUBLIC COMPANY

A. S. WATSON & CO., LIMITED.

NOTICE.

SHARE CERTIFICATE No. 6008 for TWENTY FIVE (25) SHARES numbered 7772 to 7776 inclusive fully paid-up, standing in the Register in the name of JAMES PRINCE of Manila, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, Alexandra Buildings, Des Vaux Road Central, Hongkong, on or before the 23rd September, 1913, New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 23rd August, 1913. [1001]

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE TWENTY-FOURTH HALF-YEARLY DRAWING of 65 DEBENTURES (5000 each) of the Hongkong Club, Payable on TUESDAY, the 30th September, 1913, will be held in the Club House at 11 o'clock a.m. on FRIDAY, the 19th September, 1913.

Holders of Debentures are invited to attend the Drawing.

By Order, JAMES CHAIK,
Secretary.
Hongkong, 9th September, 1913. [1050]

HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIPPIES FOR THE 1914 MEETING.

MEMBERS desirous of Subscribing are requested to send their Names to the Undersigned as soon as possible. Lists will be found at the Hongkong Club and at the Jockey Club's Office.

H. P. WHITE,
Acting Clerk of the Course.
Hongkong, 9th September, 1913. [1060]

NOTICE.

THE GENERAL ELECTRIC CO. OF CHINA, LTD.

ELECTRICAL ENGINEERS AND MANUFACTURERS.

MR. A. B. RAWORTH has been Appointed MANAGER for Hongkong and South China from the 10th inst.

Head Office, Shanghai.
P. ROYAL, H. N. YEE,
Managing Director.
Hongkong, 11th September, 1913. [1064]

NOTICE.

ESTATE of the late Major C. M. FLEURY, Royal Army Medical Corps.

ALL Persons having Claims against the above Estate are directed to submit them to the President, Committee of Adjustment, Military Hospital, Kowloon, not later than the 10th of October, 1913.

No Claims submitted after that date will be considered.

A. McMUNN, Major, R.A.M.C.,
President, Committee of Adjustment.
Hongkong, 10th September, 1913. [1056]

THE HONGKONG AND CHINA GAS CO., LTD.

NOTICE.

ON and from October 1st, 1913, the Price of GAS to the Public will be Reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors,
J. McCUBBIN,
Acting Local Secretary and Resident Engineer.
Hongkong, 9th August, 1913. [958]

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the large and commodious Premises No. 38 and 39, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. RUTTONJEE & SON, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Choice and Elegant Patterns.

Prices Specially Reduced for Summer. Cheapest Store in the Colony. An Early Visit Earnestly Solicited.

D. CHELLARAM,
Hongkong, 26th July, 1913. [907]

MESSAGE.

SKILFUL Safety in the General or Electric.

MISS MORITA,
Care of NONURA HOTEL,
15, 16 and 17, Connaught Road,
Opposite Blake Pier.
Hongkong, 8th May, 1913. [552]

FOR SALE OR TO LET.

TWO LARGE HOUSES in GAGE STREET, FOUR STORIES, Eight Rooms and Servants' Quarters. For full particulars, apply—
F. M. R.,
Care of "Daily Press" Office.
Hongkong, 6th September, 1913. [1043]

GRACA & CO.

PEPPER ST. (Hongkong Hotel Building).
Dealers in
POSTAGE STAMPS, PICTORIAL
POST CARDS, CIGARS, BOOKS,
TOYS, &c.
Just Received
FRESH SUPPLY OF
VEGETABLE SEEDS.
[1042]

INTIMATIONS

LANE, CRAWFORD & Co.

PIANO DEPARTMENT

SPECIAL OFFER FOR TWO WEEKS ONLY

OF THE WHOLE OF OUR STOCK OF

MAGNIFICENT NEW PIANOS

BY BROADWOOD, DORNER, COLLARD, CHALLEN, ETC.

AT ENORMOUS REDUCTIONS

FOR CASH ONLY.

MUSICAL INSTRUMENTS, VIOLINS, BANJOS, MANDOLINES

BRASS INSTRUMENTS AT

HALF-PRICE.

A few of the Bargains are mentioned below—

PIANOS	USUAL PRICE	SALE PRICE
Ebonized Solid Mahogany by Challen & Son	\$575	\$475
Solid Mahogany Cottage by Collard & Collard	\$550	\$450
Ebonized Mahogany Cottage by Collard & Collard	\$600	\$500
Ebonized Mahogany Cottage by Broadwood	\$600	\$500
Ebonized Mahogany Cottage by Broadwood	\$700	\$600
Solid Oak with Folding Doors by Broadwood	\$750	\$600
Ebonized Baby Grand by Broadwood	\$1,300	\$1,000
Ebonized Upright Model by Dorner & Sohn	\$750	\$640
Ebonized Piccolo Grand by Dorner & Sohn	\$1,150	\$970

MUSIC.

VOCAL SCORES:—USUAL PRICE \$4.50, SALE PRICE \$1.00 EACH.

SHEET MUSIC:—SONGS, WALTZES, ETC., USUAL PRICE \$1, SALE PRICE 50 CENTS EACH.

SOILED SHEET MUSIC 20 CENTS PER COPY, 6 FOR \$1.00.

The above Department will shortly be transferred to Mr. WM. ANDERSON, our Piano Manager, who will carry on the Business at New Premises.

LANE, CRAWFORD & CO.

[46]

PEEK, FREAN & CO.'S

CELEBRATED BISCUITS.

CAN BE OBTAINED FROM—

WING ON CO.
SINCERE CO.
KWONG HIP SHING.
KWONG WAH.
KWONG FOOK CHEONG.
AND OTHER LEADING GROCERS.

ASK FOR OUR SPECIAL NOVELTIES:

PAT-A-CAKE.
SHORTCAKE.
TEDDY BEAR.

Other well-known Biscuits such as Marie, Petit Biscuits, Milk, Nice, Osborne, etc., are also made by us and Sold at Prices which Compare Favourably with any other Maker's.

REPRESENTATIVES FOR SOUTH CHINA:

MACWEN, FRICKEL & Co.,

1st May, 1913 HONGKONG AND CANTON. [3022]

TO LET

TO LET.

SHOP, No. 12, Queen's Road Central.
No. 9, MOUNTAIN VIEW PEAK.
No. 5, SUIWAT TERRACE, PEAK.
Apply to—
M. J. D. STEPHENS.
Hongkong, 17th July, 1913. [722]

TO LET.

TO LET.

NO. 2, MOUNTAIN VIEW, THE PEAK.
Apply—
LINSTED & DAVIS.
Hongkong, 10th June, 1913. [780]

TO LET.

TO LET.

NO. 104A, THE PEAK, from 1st November, 1913, Partly Furnished.
Apply—
S. J. DAVID & Co.,
Princes Building.
Hongkong, 9th September, 1913. [1051]

TO LET.

TO LET.

HOUSES in TORRES BUILDINGS, KIMBERLEY ROAD, Kowloon, from the 1st October.
Apply to—
SPANISH DOMINICAN PROCUSSION.
Hongkong, 27th August, 1913. [1012]

TO LET.

TO LET.

MODERN THREE-ROOMED FLATS with every convenience, Humphreys Buildings, Cornwall Avenue, Kowloon.
No. 2, MINDEN VILLAS, Mody Road, Kowloon, Five Rooms, Tennis Court.
FOUR-ROOMED HOUSES in Cameron Terrace, Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.
SHOP with GODOWN attached, Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 12th August, 1913. [964]

TO LET.

TO LET.

"RANFULLY," No. 11, Conduit Road.
GODOWNS, 94, Wanchai Road, 102, Praya East.
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st September, 1913. [95]

TO LET.

TO LET.

OFFICE in ALEXANDRA BUILDINGS.
Apply—
A. S. WATSON & Co., Ltd.
Hongkong, 22nd August, 1913. [995]

AUCTIONS

G. R. R. PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of September, 1913, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of Two Lots of CROWN LAND at Wong Nei Chong Road and Tai Hang Village respectively in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENTS to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lot.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
	N. S. E. W.		£	£
	feet feet feet feet			
United Test No. 253.		24,216 about	222	12,119
North of Island Lot Wong See Chong Road.				
as per sale plan.				
1st Island Lot No. 300.	150	150	235	125
2nd Near Tai Hang To Tai Hang Village			20,250 about	210 5,00
1045				



NAPIER & JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF
IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

"SWEET LAVENDER."

THE SURVIVAL OF THE FITTEST IN LONDON
STREET CRIES.

Now is the time of the Mitham
lavender harvest, and the streets of
London begin to re-echo with the old cry
of "Buy my sweet lavender." It is a
fragrant cry, perfuming the dingiest
thoroughfare. It is the last cry left to
a London that used to be musical with
these old street catches. All the others
have gone their way into silence; but
lavender lasts—another instance, perhaps,
of the survival of the fittest.

When we think of the old street cries
we may well be brought to the fact that
the world during the past twenty-five
years has been changing more swiftly
than is usually its custom. A young man
of thirty can say with truth that he has
seen the whole face of London change
beyond recognition in a matter of twenty
years. The street cries were still
flourishing in some degree twenty years
ago. Tinkers' and knife-grinders
abounded. Punch and Judy used to
make a daily round of the West End
squares. There was a strong-voiced man
—aged, but still strong-voiced—who used
to sing to us in the summer: "Any
ornaments for your fire stoves?" and the
good landladies of Bayswater and
Bloomsbury would answer his call as the
mariners of old answered the song of the
siren. The "ornaments," dingy things
of the most highly-coloured paper, used
to trouble our young eyesight somewhat,
but the cry of the old man was very
musical.

THE SANDS MAN.

Then there was the man with the round
red sandbags slung across his shoulders
—bags that we used to purchase as a
defence against window draughts.
Another characteristic member of the
crying fraternity was the picturesque old
lady who gladdened the hearts of babes
with a basket of model lambs fashioned
out of clay and ornamented with the
fanciest cotton wool. Four wooden
matches served them for legs and two
little dabs of paint for eyes; but when
we were children we thought them the
most wonderful toys in the world. And
the old lady used to wander up and down
twilit streets crying out in her poor
broken voice:—

"Young lambs to sell,
Young lambs to sell;
If I had as much money as I could tell
I'd never cry out young lambs to sell."

Alas! it is to be feared that the good
dame went her way to the grave without
ever enjoying such superfluity of earthly
wealth as rendered it unnecessary for her
to sell young lambs. She has departed
from us long ago, and the streets that she
used to frequent know her and the lambs
no more. She has gone, and many other
street cries with her. They seemed to
die out finally with a single generation.
Their trade had become outmoded and
unprofitable, and so their posterity
drifted into other walks of life.

LAVENDER'S ATMOSPHERE.

But the lavender seller still remains to
us, the last of an old-world trading
fraternity, not always beautiful
herself or himself, but always musical
of voice, but a symbol of charm and a
veritable creature of romance, which is
veritable all, nothing but a matter of associa-
tions. The very word lavender is touched
with a sort of fragrance, and the perfume
of the dried flowers has all the sweetness
of purity. Why, there is a perfume of
lavender about every sweet-tempered
heroine in British romance and poetry.
And the very scent of lavender conjures
up visions of things English and whole-
some and hospitable. It is essentially an
honest scent.

VISIONS IN SCENT.

Perfumes, we all know, are more sug-
gestive than anything else in the world.
They stir memories; they awake the
imagination. There are languorous
perfumes that transplant our spirits
by magic into Oriental gardens, and there
are perfumes that steal upon our senses
like some scented evil. But take a
branch of lavender in your hands, smell it,
and close your eyes. Behold the
miracle! Here is a vision of old oak
panelled chests, of old English farmhouses,
of demure maidens with lustrous ringlets
and peach-bloom cheeks, of simple flower-
gardens, and of old ladies in rustling
gowns and white lace caps. There is
always a touch of the kindest old age
in the scent of lavender, and a touch of
English youth. The lavender heroines
are the most comely of all the queens
of romance. When they are very young
we see them fitting about grassy lawns
in pretty flowered muslins. And after-
wards they become mothers and enjoy the
dominion of a household. A bunch of
keys is their sign of office. Their linen
chest is one of their proudest possessions.
They grow old serenely, and then the
loveliest gown of their old age is a dress
of lavender and old lace. We know all
the lavender heroines by instinct. We
know, for instance, that Becky Sharp
even in her most demure periods—never
liked lavender or sprayed herself with
lavender water. We know Amelia loved
lavender.

"WHO'LL BUY MY LAVENDER?"

Seeing, then, how redolent of all that
is best in domestic life, of all simple
pleasures and the beauty of quiet living,
is this lavender of ours, we should buy
freely from the lavender girls when they
appear once again in the streets of
London, early in August, after the
lavender harvest has been gathered at
Mitham, Cansington, Beddington, and
Mitham. And when you are buying ask
the lavender girl to sing the real lavender
song:—

"Who'll buy my blooming lavender?
—Sweet lavender.
Sixteen branches for a penny.
Ladies, you buy it once, you buy it twice.
It makes your clothes smell very nice.
Who'll buy my blooming lavender?
—Sweet lavender!"

—R.C. in the Daily Graphic.

**WM. POWELL,
LTD.**

TELEPHONE 346.

TABLE GLASSWARE.

NEW
STOCKS
OF
TABLE
GLASSWARE
CLEAR
CRYSTAL.

—LACE ETCHED—
"WESTMINSTER"

A
VARIETY
OF
PLEASING
DESIGNS
ETCHED
PATTERNS.

STOCKS HELD IN EACH PATTERN.

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS
DRAGON
BRAND
CEMENT



HIGH
QUALITY
BUILDING
CEMENT

ALWAYS IN STOCK

Apply to P. SOFFI TTI & Co., 14, Des Vaux Road Central, 1st Floor. Telephone 289.

THE COST OF LIVING IN GREAT BRITAIN.

FOOD UP 25 PER CENT. IN 17 YEARS.

A thrilling and fascinating work was
published on 13th ult., in the unpromising
form of a Blue-book. It is an exhaustive
report on the cost of living of the working-
classes, based on the recent Board of
Trade inquiry into working-class rents
and retail prices of staple articles of
food and clothing, together with the rates
of wages obtaining in a number of repre-
sentative occupations.

The main conclusions of the Report,
which were summarised in a Reuters
telegram recently, will bear amplification.

It shows by comparison with the record
of a similar inquiry in 1905 the extent to
which the working-classes have been
affected by the rise in prices of food and
the degree in which they have been com-
pensated by the concurrent increase in
wages.

The report bears the name of Mr. P. H.
McLeod, Director of the Department of
Labour Statistics of the Board of Trade,
and is a monument of industry, patience,
and genius.

The upward movement in prices has
been steady and persistent since 1896 and
has been world-wide in its operation.
Prices are considerably lower now than
they were in the seventies. In the seven
years between October, 1905, and October,
1912, the date of the present inquiry, the
general average increase in the cost of
living throughout Great Britain, taking
rent, food, fuel, and clothing together,
amounts to about 10 per cent.

This increase is almost wholly due to
the higher prices of commodities. Rent is
since 1905 show little increase except in
a few towns such as Coventry and Maccles-
field. The cost of living to the London
workman (including rent and rates) is
between 1 and 12 per cent. higher than
the general average of the industrial
towns.

DEAREST TOWN IN ENGLAND.

In all the great towns combined, includ-
ing London, the following changes are
shown:—
Rents—Decrease 1.8 per cent.
Retail prices of food and coal—Increase
13.0 per cent.

Rents and food prices combined—
Increase 10.3 per cent.

The increased cost of living is much
greater in some towns than in others,
varying from 7 per cent. at Portsmouth
to 20 per cent. at Stockport.

During the seven years the cost of
clothing has risen in about the same pro-
portion as rents and retail food prices,
combined—10 per cent. Since 1896, the
year of lowest prices, food has increased
in cost by 25 per cent.

The town with the highest retail prices
of food is Perth, where the standard is
108 as compared with the 100 which is the
index figure for London. The cheapest
shopping is in Wolverhampton, whose
index number as compared with London's
100 is 90. When, however, rent as well as
retail prices is taken into account both
Walsall and Macclesfield are cheaper
towns to live in than Wolverhampton, the
dearest outside London being Craydon,
Edinburgh, Greenock, Dundee, and Perth.

WHAT THE PEOPLE EAT.

There is a mass of information as to
the commodities the people consume.
Home-killed meat (imported cattle
slaughtered on landing) is largely eaten

in the East End, but not in other parts
of London; in Birkenhead, Liverpool, and
St. Helens.

British meat is a penny a pound cheaper
in the southern counties than the northern.
Meat is dearer in Scotland than in any
part of England and cheapest in Ireland.
London consumes very little frozen beef.
The predominant prices for tea are 1s. 4d.
and 1s. 6d. per lb. Ireland buys more
expensive tea than England. White
granulated sugar, which the working
classes most commonly use, while being
sold in Northumberland and Durham at
1½d. and 2d. per pound, in Yorkshire,
Lancashire, and Cheshire it was a farthing
dearer.

Local custom varies greatly in regard
to bacon. London eats Danish bacon; the
northern counties and the Midlands prefer
American; and Lancashire and Yorkshire
Irish. Unsmoked bacon is generally pre-
ferred to smoked, which, however, London
likes. The north prefers rolled bacon,
while London and the south likes its
rashers cut from unrolled bacon.

The working classes generally purchase
foreign eggs, but in Irish and Welsh
towns and in Barrow-in-Furness Irish
eggs predominate. In Plymouth and
Devonport and in Galashiels the demand
is for local eggs.

Of all articles of food the potato has
shown the greatest increase in price. The
mean increase in the 88 towns is 46.1 per
cent. In Lancashire potatoes have gone
up 62.6 per cent.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. *Shingo Maru*, which
left San Francisco on the 16th August,
is expected to arrive at this port via
Honolulu, Japan ports and Shanghai on
the 12th September, between 10 and noon.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Sydney on
the 23rd August, and may be expected
here on or about the 15th September.

The E. & A. str. *Eastern* left Sydney
for this port on the 27th August (via
Queensland Ports, Port Darwin, Timor
and Manila), and may be expected to
arrive here on the 20th September.

The N.Y.K. str. *Inaba Maru* (Austra-
lian Line) left Sydney for this port via
ports on the 3rd September, and is ex-
pected here on the 22nd September.

THE GERMAN MAIL.

The I.G.M. str. *Gneisenau*, carrying the
German mails, with dates from Berlin
of the 20th September, left Colombo on
the 6th September, p.m., and may be
expected here on or about 17th September.

MERCHANT STEAMERS.

The Ben Line str. *Benarty*, from
Antwerp, Middlesbrough and London, left
Singapore on the 6th September, and may
be expected to arrive here on or about
the 12th September.

The P.M. str. *Korea* left Manila on the
10th September, between 2 and 4 p.m.,
which will make her due to arrive here
about the 12th September, at 9 a.m.

The N.Y.K. str. *Sado Maru* (American
Line) left Shanghai for this port on the
9th September, and is expected here on
the 12th September, a.m.

The Swedish East Asiatic Co.'s str.
Teddo left Port Said on the 20th August,
and is expected to arrive here on or about
the 13th September.



A VIOTROLA IN THE HOME

MAKES EVERY ONE HAPPY

It is a source of endless pleasure to the entire household.

Always ready to play at any time for any member of the family,
and the Victor repertoire includes every kind of music any one can
desire.

PRICES \$35 TO \$345.

EXCLUSIVE DISTRIBUTERS:

S. MOUTRIE & CO., LTD.

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND
STRAITS.

THE Steamship

"RADNORSHIRE,"

Having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that all
Goods are being landed at their risk into the
hazardous and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Ltd., whence and/or from the wharves
delivery may be obtained.

Goods not cleared by the 15th inst. at 6 p.m.
will be subject to rent.
All broken, chafed and damaged packages
are to be left in the Godowns, where they will
be examined on the 15th inst. at 9.30 a.m.
Claims against the Steamer must be presented
within 10 days of arrival, otherwise they will
not be recognized.

No Fire Insurance will be effected by us in
any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 9th September, 1913. [49]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "HONGKONG MARU."

FROM SAN FRANCISCO VIA HONOLULU,
JAPAN PORTS AND SHANGHAI.

THE above named Steamer having
arrived, Consignees of Cargo are hereby
notified to send in their Bills of Lading for
counter-signature, and to take immediate delivery
of Cargo from alongside.

Cargo remaining undelivered on THURSDAY,
11th inst., at Noon, will be landed at Con-
signees' risk and expense and delivery must
then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.
No Claims will be recognized after the Goods
have left the Steamer or Godown, and all Goods
remaining undelivered on the 11th inst. will be
subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be
left on board or Godown, and examination of
same to be held on the 22nd inst.

All Claims must be filed on or before 25th
inst., otherwise they will not be recognized.

S. MORIMOTO,
Agent.

Hongkong, 9th September, 1913. [1055]

The H.A.L. str. *C. Ferd. Lucisz* left
Mojito on the 10th September, a.m., and
may be expected here on or about the
15th September, a.m.

The N.Y.K. str. *Kawachi Maru* (Bom-
bay Line) left Singapore for this port
on the 9th September, and is expected
here on the 15th September.

The N.Y.K. str. *Tosa Maru* (Calcutta
Line) left Singapore for this port on the
9th September, and is expected here on
the 15th September.

The T.K.K. str. *Bayo Maru* left Man-
zanillo for Honolulu on the 28th July,
and is due in Hongkong on the 20th
September.

The N.Y.K. str. *Iyo Maru* (European
Line) left Yokohama for this port via
ports on the 10th September, and is
expected here on the 22nd September.

The N.Y.K. str. *Penang Maru* (Bombay
Line) left Bombay for this port via ports
on the 9th September, and is expected
here on the 26th September.

The N.Y.K. str. *Yokohama Maru*
(American Line) left Seattle for this port
via ports on the 26th August, and is
expected here on the 26th September.

The Swedish East Asiatic Co.'s str.
Peking left Port Said on the 2nd Septem-
ber, and is expected to arrive here on the
28th September.

The N.Y.K. str. *Kanagawa Maru* (Cal-
cutta Line) left Calcutta for this port via
ports on the 9th September, and is ex-
pected here on the 28th September.

The Swedish East Asiatic Co.'s str.
left Port Said on the 7th September,
and is expected to arrive here on the
2nd October.

The N.Y.K. str. *Aki Maru* (European
Line) left Marseilles for this port via
ports on the 6th September, and is ex-
pected here on the 8th October.

The N.Y.K. str. *Sanuki Maru* (Ameri-
can Line) left Seattle for this port via
ports on the 9th September, and is ex-
pected here on the 12th October.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Kwongsang, from Shanghai, is due in
Hongkong 12th September.

SEINE LINE, LIMITED.

Den of Glamis, from London, is due in
Hongkong 19th September.

NOTICES TO CONSIGNEES

EA. PANY, LIMITED.

NOTICE TO CONSIGNEES.

THE Steamship

"INDIEN,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception of
Opium, Treasure and Valuables, are being landed
and stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
Kowloon, and West Point Godowns, whence
delivery may be obtained.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon To-day requesting it to be landed
here.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 13th inst. will be subject
to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 13th inst. at 9.30 a.m.

All Claims must reach us before the 20th
inst., or they will not be recognized.
No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

MELCHERS & Co.,
Agents.

Hongkong, 6th September, 1913. [1046]

S.S. "PAUL LECAT,"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London
ex s.s. "Breton" and "Normand" from
Havre ex s.s. "Normand" and from Bordeaux
ex s.s. "Vile de C. nantaine" and "Vile de
Cotte," in connection with above Steamer
are hereby informed that their goods with the excep-
tion of Opium, Treasure and Valuables are being
landed and stored at their risks into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon To-day requesting it to be landed
here.

Bills of Lading will be countersigned by the
Undersigned, Goods remaining undelivered after
15th inst. at Noon will be subject to rent and
landing charges.

All claims must be sent in to me on or before
the 18th inst., or they will not be recognized.
All damaged packages will be examined on
15th inst. at 10 a.m.

No Fire Insurance has been effected.

S. C. DE BUSSIERRE,
Acting Agent.

Hongkong, 8th September, 1913. [2]

FROM EUROPE.

THE H.A.L. Steamship

"LIBERIA"

Captain G. Schröder, having arrived, Consignees
of Cargo are hereby informed that their goods are
being landed and placed at their risk in the
hazardous and/or extra-hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Co., Ltd., whence delivery may be obtained
against Bills of Lading countersigned by the
Undersigned.

Optional Cargo will be carried on unless notice
to the contrary be given To-day.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 16th inst. will be subject
to rent.

All broken, chafed, and damaged goods must
be left in the Godowns, where they will be
examined on the 16th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in
any case whatever.

This Steamer brings on Cargo:

Ex s.s. "Norge" from Göteborg.
Ex s.s. "Fraus" from Abus.
Ex s.s. "Jelo" from Drammen.
Ex s.s. "Halmstad" from Halmstad.
Ex s.s. "Norge" from Gothenburg.
Ex s.s. "Stabæk" from Stabæk.
Ex s.s. "Germania" from Göteborg.
Ex s.s. "Schaumburg" from Havre.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 10th September, 1913. [1066]

Overcome Your Doubt

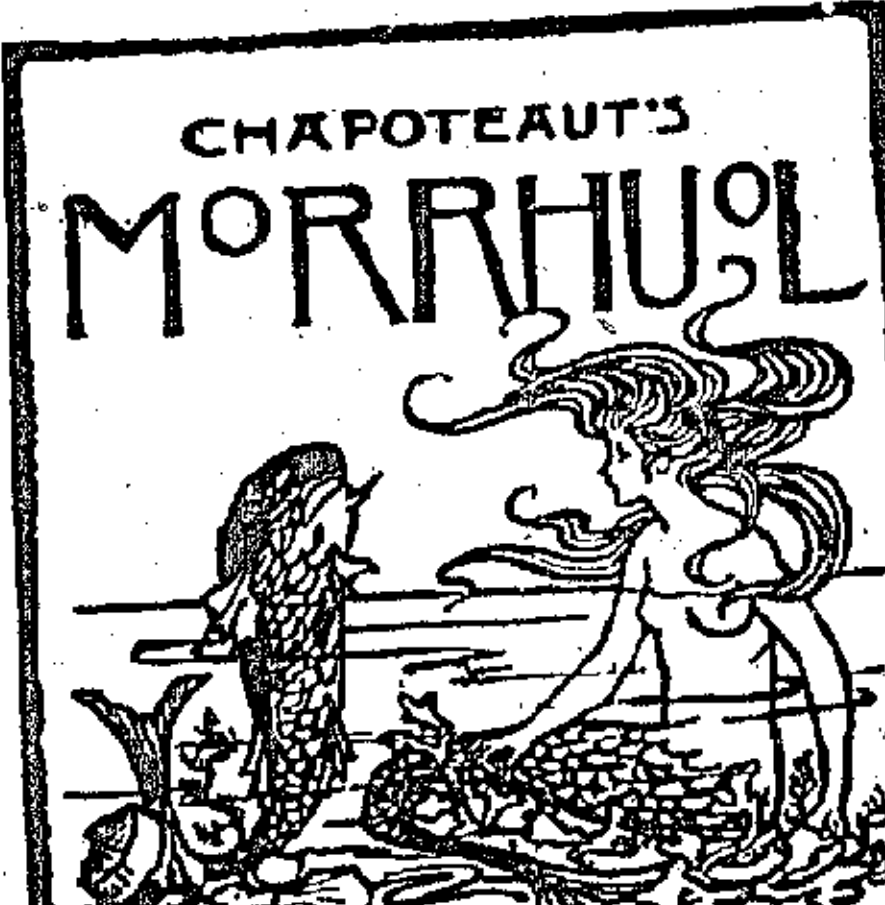
Don't hesitate to put your faith in
the world famous Beecham's
Pills, the best, safest, surest and
most reliable remedy for all
stomach, liver and kidney troubles.
When your stomach is out of
order, it needs help, it must be
thoroughly cleansed, strengthened
and settled. Give

**Beecham's
Pills**

a chance. Let them prove that
they can do for you what they
have done for thousands of others
during the past half century.
They will promptly and effectively
remove all the discomforts which
arise from undigested food: will
put your system in good condition
and make life worth living. Any
troubles arising from derangement
of the digestive organs will be
quickly corrected by taking
Beecham's Pills. They will
without a doubt promptly

**Cure
And Convince.**

Sold in boxes, price 9d., 1/11 & 2/9.



Superior to Emulsions or Cod
Liver Oil.
Each tiny Morrhuol capsule re-
presents the medicinal value of a
teaspoonful of oil.
Recommended at the Paris Aca-
demy of Medicine, for loss of
appetite and flesh, to patients with
consumptive tendencies.
Sold in bottles of 100 Capsules.
Sold by all Chemists.

THE NEW FRENCH REMEDY.
THERAPION No.

CHRONIC DIARRHŒA.

ITS DANGERS AND HOW TO OVERCOME THEM.

Uncomfortable, inconvenient, and often painful as is ordinary diarrhœa, these conditions are as nothing if the disease is neglected and allowed to become chronic, for it may end in dysentery or in abscess of the liver, which is no less grave.

While every thinking individual will seek medical advice for this condition, he should always remember to restrain his appetite in spite of the temptation to eat a lot, partly to satisfy the voracious hunger which is invariably present, and partly in the mistaken belief that, by so doing, he will keep up his strength.

The all-important food for chronic diarrhœa is one which is absorbed almost, if not entirely, in the stomach, so that it leaves no solid residue to irritate the already over-irritated and irritable intestine.

Of such foods, the best is undoubtedly Sanatogen, of which the distinguished physician, Dr. Gumpert, has written in one of the leading medical journals of the world: "Sanatogen is absorbed without leaving any residue."

Thousands of doctors and patients have endorsed Sanatogen's power of maintaining the sufferer's strength in acute and chronic diarrhœa. Even when chronic diarrhœa extends to dysentery, Sanatogen's power may be gauged from the following statement of the Rev. the Bishop of Trina and Viterbo, Apostolic Delegate in the East, who lives in a climate which resembles our own. His Lordship writes: "Sanatogen has cured me of an obstinate dysentery from which I suffered for a long time, having found all drugs powerless against it. This, perhaps, because I cannot stick to a milk diet, which I abhor."

Sanatogen can be obtained of all Chemists.

[111-503]

SHIPPING IN PORT.

STEAMERS.

ABAREND, American str., 2,600, E. V. W. Koch, 9th September—Manila 6th September, Nippon—Order.

ATKA MARU, Japanese str., 1,903, Naguchi, 9th September—Chingwangtao 2nd September, Coal.—Osaka Shosen Kaisha.

BRIDGE, Norwegian str., 650, J. Folkmar, 3rd September—Bangkok 26th August, General.—Order.

CHIVVEN, Chinese str., 1,177, W. Ross, 27th August—Shanghai 24th August, General.—Chinese.

DAIGNY, Norwegian str., 982, P. Solvason, 8th September—Saigon 3rd September, Rice.—Jensen & Co.

DAIGI MARU, Japanese str., 846, Tokushige, 4th September—Swatow 3rd September, General.—Osaka Shosen Kaisha.

FUKU MARU, Japanese str., 2,087, H. Tomimura, 3rd September—Mitsui Bussan Kaisha.

HANGKOW, British str., 999, Owen, 7th September—Manila 3rd September, Ballast.—Butterfield & Swire.

HONGKONG MARU, Japanese str., 3,462, S. Togo, 9th September—San Francisco 12th August, General.—Toyo Kisen Kaisha.

IKALA, British str., 2,821, R. Carruthers, 21st August—Mojito 15th August, Timber.—Order.

IRINE, Chinese str., 826, Froggart, 9th September—Shanghai 6th September, General.—Chinese.

KANAKUK, British str., 2,583, Beynon, 4th September—Haiphong 3rd September, Ballast.—Standard Oil Co.

KAPONG, British str., 937, J. V. Sidford, 7th September—Hongkong 4th September, Coal.—Butterfield & Swire.

LANDART SCHIFF, German str., 1,612, A. Struve, 10th September—Saigon 5th September, Rice.—Siemssen & Co.

KASHING, British str., 1,143, Byers, 6th September—Haiphong 4th September, General.—Butterfield & Swire.

KEKON MARU, Japanese str., 3,950, Yamamoto, 4th September—Mojito 20th August, Coal.—Mitsui Bussan Kaisha.

KIANOWING, Chinese str., 1,222, Benenson, 5th September—Hongkong 2nd September, General.—Chinese.

KWEILIN, British str., 1,034, G. D. S. Mills, 9th September—Cebu 4th September, Ballast.—Butterfield & Swire.

LIBERIA, German str., 2,304, G. Schroder, 10th September—Singapore 4th September, General.—Hamburg-Amerika Linie.

LOONGSANG, British str., 1,093, G. W. W. Leask, 9th September—Manila 6th September, General.—Jardine, Matheson & Co.

MASCOMO, British str., 2,950, Sowden, 8th September—Mororan 30th August, Oil.—Standard Oil Co.

MARSANG, British str., 1,414, G. H. Aleck, 8th September—Sandakan 2nd September, Timber.—Jardine, Matheson & Co.

PANAMA MARU, Japanese str., 3,766, J. Kanoo, 5th September—Shanghai 2nd September, General.—Osaka Shosen Kaisha.

PENISA, British str., 2,744, J. Hill, 6th September—San Francisco 5th August, General.—Pacific Mail S.S. Co.

PHUENFEN, British str., 1,065, 9th September—Saigon 4th September, General.—Chinese.

SHOARING, British str., 1,037, E. M. French, 9th September—Samarang 25th August, Sugar.—Butterfield & Swire.

SHINKAI MARU, Japanese str., 3,814, Y. Murase, 8th September—Nagasaki 2nd September, Coal.—Mitsui Bussan Kaisha.

TINGSANG, British str., 1,645, A. Bramwell, 6th September—Hongkong 2nd September, Coal.—Jardine, Matheson & Co.

ULV, Norwegian str., 835, J. Pedersen, 7th September—Bangkok 30th August, Rice.—Order.

UNAKI MARU, Japanese str., 2,375, Tanaka, 9th September—Mojito 2nd September, Coal.—Mitsui Bussan Kaisha.

WADA MARU, Japanese str., 3,031, Tsasai, 3rd September—Mojito 25th August, Coal.—Order.

WARREN, American transport, 4,000, S. E. Randall, 30th August—Manila 27th August, General.—Order.

THE TRUE HOLIDAY.

FOREIGN TRAVEL.

Dr. J. O. Weldon, formerly Master of Harrow School, and later Metropolitan of Calcutta, in the course of an article in the *British Review* entitled "The True Holiday" says:—

The perfection of a holiday is attained when it brings not only rest and change and physical invigoration and a sympathetic attitude towards nature, but an enlargement of the spirit as well. A good many years ago, when I was a schoolmaster, I debated with myself whether it would be well to spend my holidays in sport or in travel. I chose travel, partly as feeling that the educational is a narrowing profession, and that it would be well to compensate the limitations of the school term by the widening interests and associations of the holidays. Nor have I ever regretted the choice then made, for I think I have gained by travelling all over the Empire and beyond it what it would have been impossible to gain from sport.

Foreign travel has become so easy in the present day that there are few people who may not, if they will, enjoy some opportunity of indulging in it. The great enterprise of Messrs. Thomas Cook & Son has done much to revolutionise the thoughts and feelings of the English-speaking world. Mr. Gladstone was wont to compare Mr. Cook for his influence upon humanity with Sir Rowland Hill. It is not always known that the Tourist Agency of Messrs. Thomas Cook & Son is the outcome of the Temperance Movement. If it is so, it is certainly a wonderful instance of a world-wide agency springing from a small cause; for I think the first excursion-organised by Mr. Thomas Cook was no more than the taking of a party of Temperance Workers by special train from Leicester to some place in the country. But even a journey round the world is little more than the Grand Tour of the European Capitals was in the age of Lord Chesterfield. It has frequently been my lot to give Harrow boys, when they were leaving school, the counsel that they should travel round the world before settling down to their life-work.

Foreign travel, especially if it involves a long sea voyage, is perhaps the best means of gaining rest. Nowhere does a wearied spirit recover buoyancy so quickly or so easily as at sea. Nowhere else, even in the age of wireless telegraphic despatches, is there such a sense of emancipation from the common activities and interests of daily life; nowhere is the contrast with the daily occupations of a great city more sensible or more beneficial. To stand upon the hurricane deck or upon the bridge of an ocean steamer and to drink in the pure fresh air of heaven is to gain a lasting invigoration. In my experience, travel abroad has been the one means of learning geography. It has excited an interest which never fails in distant parts of the empire and of the world. The news published in the daily papers from all parts of the world gains a new vivid significance for one who has visited them. Years ago I remember I scarcely cared to read the telegrams relating to men and affairs all over the empire; but now that I have seen the cities of the Empire, and have met not a few of the statesmen who are concerned in the administration of affairs there, the story of human events is full of daily interest. Foreign travel far more than any other cause mitigates the asperities of the nations. It is practically certain that no Englishman will ever think of the French people as Nelson and his contemporaries thought of them. The Englishman who travels abroad will gain a new appreciation of the Empire; he will see the British flag flying in the most remote regions of the world, he will admire the Englishmen—and may I not add the English women?—who spend hard lives as servants of the Empire in uncivilized and insalubrious regions. He will feel himself lifted above the petty trivial concerns which loom so largely in the eyes of stay-at-home citizens. He will learn what "the white man's burden" is, and what is the responsibility and the difficulty of bearing it. He will appreciate the marvellous diffusion of the English language. He will realise that the British Empire is the strongest and surest guarantee all the world over for freedom, justice, progress and true religion. He will conceive a never-dying ambition to be worthy of so vast a heritage.

There is a false and there is a true imperialism. It is foreign travel which inspires the Englishman not with the desire of aggression or aggrandisement but with the sense of duty towards the subject races of the Empire. If it is true, as Mr. Kipling has suggested, that they know little of England who only England know, not less true is it that the Englishman who travels abroad feels the import of Browning's noble line: "Here and here did England help me, how can I help England? Say."

It is true indeed that foreign travel is not free from its own dangers. It may lead some mean spirits to abandon the virtues of their own country without acquiring the virtues of the countries which they visit. But spirits of higher tone and temper will learn other lessons as they wander over the wide world—lessons of equality, of progress, of the unity of the whole human race. They will come back not with diminished but with enhanced affection to their own country, because they have seen countries so widely different from their own. As they return with bodies refreshed and minds enlarged and hearts touched by a profound sympathy with the stricken downcast races of mankind, they will be able to say with the poet Wordsworth:—"I travelled among unknown men in lands beyond the sea; Nor, England, did I know till then What love I bore to thee."

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 23, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES Exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

[694]

DO IT NOW!

If you have a grey-haired mother
In the old home far away,
Sit down now and write the letter
You put off day by day.
Don't wait until her tired steps
Reach heaven's pearly gate—
But show her that you think of her
Before it is too late.

If you've a tender message
Or a loving word to say,
Don't wait till you forget it,
But whisper it to-day.
Who knows what bitter memories
May haunt you if you wait?
So make your loved ones happy
Before it is too late.

We live but in the present.
The future is unknown.
To-morrow is a mystery.
To-day is all our own.
The chance that fortune lends to us
May vanish while we wait,
So spend your life's rich treasure
Before it is too late.

The tender words unspoken,
The long-forgotten messages,
The wealth of love unspent,
For these some hearts are breaking,
For these some loved ones wait—
So show them that you care for them
Before it is too late.
—The Bitt.

ON SALE.

THE DIRECTORY AND CHRONICLE 1913.

FOR CHINA, JAPAN, COREA, INDIA, CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

FIFTY-FIRST ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate guides for the tourist, giving every detail in connection with the places, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume.

Royal Octavo—Complete with Fifteen Maps, and Plans, pp. 1,850, \$10.00. Directory only, pp. 364, \$6.00.

The Directories and Descriptions are of—

CHINA.
Peking, Soochow, Canton, Tientsin, Shanghai, Hankow, Yenchow, Harbin, Port Arthur, Chifu, Weihaiwei, Kiao-chow, Tsinan, Moukden, Shanghai.
JAPAN AND FORMOSA.
Tokyo, Osaka, Keelung, Yokohama, Moji, Tainanfu, Hyogo, Nagasaki, Takow, Kobe, Hakodate, Anping, Shimomoseki, Tamsui.
EASTERN SIBERIA.
Vladivostok, Chosen.
SEUL, Wonsan, Mokpo, Chemulpo, Fusan, Chinnampo, Pungyang, Songchiu.
HONGKONG AND ITS DEPENDENCIES, MACAO.
Hanoi, Annam, Tourane, Haiphong, Hué, Saigon, Tonkin Provinces, Quinhon, Cambodia.
PHILIPPINES.
Manila, Iloilo, Cebu.
BORNEO.
Sarawak, Labuan, Brunei, British North Borneo.

STRAITS SETTLEMENTS.
Singapore, Penang, Malacca, Prov. Wellesley.
MALAY STATES.
Perak, Selangor, Pahang, Negri Sembilan, Johore, Kedah, Kelantan, Trengganu, Perlis.
NETHERLANDS INDIA.
Batavia, Samarang, Padang, Sourabaya, Macassar, East Coast of Sumatra.

NAVAL SQUADRONS.

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PLAN OF TIENTSIN (KIAOCHOW).

PLAN OF FOREIGN CONCESSION, SHANGHAI.

PLAN OF HONGKONG (SHANOWA) with Inset Showing the EXTENDED SETTLEMENT.

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WEATHER REPORT.

On the 10th at 19.30.—No. 1 night signal hoisted.

On the 11th at 1.25.—No. 2 night signal hoisted.

At 5.40 a.m.—Black Drum hoisted.

At 7.10 a.m.—Black South Cone and Drum hoisted.

At 12.25 a.m.—Pressure is now increasing along the south-east coast of China and at the Pescadores. It is nearly stationary in the neighbourhood of Hongkong.

The typhoon travelled rapidly in a west-south-west direction until early this morning, crossing S. Formosa yesterday afternoon. It now appears to be moving slowly to the south-east of Hongkong. The Pescadores observations suggest that it divided, one portion curving to north or north-north-east, but this is at present uncertain.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.07 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT. FORECAST.

Hongkong & Neighbourhood. Variable winds, equally.

South coast of China between N.E. winds, Hongkong and Lianock, moderate.

South coast of China between [The same as Hongkong and Lianock] No. 1.

N. or variable winds, moderate; cloudy, some rain.

CHINA COAST METEOROLOGICAL REGISTER.

11th SEPTEMBER, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Force.	Weather.
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Vladivostok	7 a.	—	—	—	—	—	—
Nemuro	6 a.	—	—	—	—	—	—
Hakodate	—	—	—	—	—	—	—
Tokyo	—	—	—	—	—	—	—
Kobe	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Oshima	—	—	—	—	—	—	—
Naha	—	—	—	—	—	—	—
Ishijima	—	—	—	—	—	—	—
Bonin Is.	—	—	—	—	—	—	—
Cheloo	—	—	—	—	—	—	—
Weihaiwei	29.95	70	80	NNW	3	ob	—
Hankow	—	—	—	—	—	—	—
Kiangsu	—	—	—	—	—	—	—
Shanghai	29.95	72	90	NNW	2	ob	—
Shanghai	29.82	73	—	NNW	2	ob	—
Gatun	29.82	80	—	NNW	2	ob	—
Shanghai Peak	29.82	80	—	NNW	2	ob	—
Amoy	29.83	83	71	ENE	2	ob	—
Swatow	29.84	80	74	ENE	1	ob	—
Taihou	29.85	81	—	ENE	1	ob	—
Taihou	29.85	81	—	ENE	1	ob	—
Taihou	29.85	81	—	ENE	1	ob	—
Taihou	29.85	81	—	ENE	1	ob	—

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Captain W. R. Hickey, carrying His
Majesty's Mail, will be despatched from
this port for BOMBAY, (D. MORROW,
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Passengers and Cargo for the above Ports, in
connection with the Co.'s s.s. "MALWA,"
from Colombo, passengers accommodation
in which vessel is secured before departure
from Hongkong.
Silk and Valuables and Tea and Cargo for
France and London (under arrangement)
will be transhipped at Colombo into the
Mail Steamer proceeding direct to
Hankow and London, other Cargo for
London, &c., will be conveyed via Bombay
in the s.s. "Egret," due in London on
the 25th October, 1913.
Parcels will be received at the Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.
For further particulars, apply to
T. A. HEWITT,
Superintendent,
Hongkong, 1st September, 1913.

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on MONDAY, the 29th September.
For Freight and passage, apply to
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The Vessel has excellent accommodation for
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PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE & SOERABAYA	"CHUNSHANG"	Saturday, 13th Sept., 2 P.M.
MANILA	"LOONGSANG"	Saturday, 13th Sept., 2 P.M.
SHANGHAI VIA SWATOW	"HANGSANG"	Sunday, 14th Sept., D'light
TIENTSIN VIA SWATOW WEL- HAIWEI & CHEFOO	"CHEONGSHING"	Sunday, 14th Sept., D'light
SHANGHAI	"KWONGSANG"	Tuesday, 16th Sept., D'light
SANDAKAN	"YUANGSANG"	Tuesday, 16th Sept., Noon
MANILA	"YUANGSANG"	Saturday, 20th Sept., 2 P.M.

RETURN TO JAPAN.

The Steamers "KOTEN" and "KOTEN" leave about every 3 weeks for
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For Freight or Passage, apply to
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HONGKONG, 12th September, 1913.

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1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Black Pier. 3. From Black Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BEATH	CAPTAIN	FOR FLIGHT APPLY TO	TO BE DESPATCHED
LONDON, VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	RYANZA	Brit. str.	—	H. N. Rivers, R.N.	P. & O. S. N. Co.	About 13th inst.
LONDON & ANTWERP	HONGKONGSHIRE	Brit. str.	—	Girouard	JARDINE, MATHESON & Co., Ltd.	On 12th Oct.
HAVEE & HAMBURG, &c.	DELAVIA	Ger. str.	k. w.	Jochims	HAMBURG-AMERICA LINE	On 14th inst.
HAVEE, BREMEN & HAMBURG, &c.	GRABOIA	Ger. str.	k. w.	Hansen	HAMBURG-AMERICA LINE	On 17th inst.
HAVEE & HAMBURG, &c.	SENEGAMBIA	Ger. str.	k. w.	Reber	HAMBURG-AMERICA LINE	On 22nd inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 24th inst., at D'light.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	PANAMA MARU	Jap. str.	—	J. Kanoo	OSAKA SHOSSEN KAISHA	On 17th inst., at 1 P.M.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	AWA MARU	Jap. str.	—	R. Shimizu	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	OSHIMA MARU	Jap. str.	—	H. Shimizu	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	SEATTLE MARU	Jap. str.	—	H. Shimizu	OSAKA SHOSSEN KAISHA	On 2nd Oct., at 1 P.M.
NAMES, GOSPO, ALGOS, GIBRALTAR, SOUTHAMPTON	AFRICA	Am. str.	—	H. Poynt	MELBOURNE & Co.	On 17th inst., at 10 A.M.
THISTLE, VIA SINGAPORE, PENANG, COLOMBO, &c.	AFRICA	Am. str.	—	J. McGregor	JARDINE, MATHESON & Co.	On 15th inst., at 4 P.M.
THISTLE, VIA SINGAPORE, PENANG, COLOMBO, &c.	AFRICA	Am. str.	—	J. McGregor	JARDINE, MATHESON & Co.	About 1st Oct.
GLASGOW, LONDON & ANTWERP	SATSUMA	Brit. str.	—	Whalley	DODWELL & Co., Ltd.	About 13th inst.
BOSTON & NEW YORK	AFGHAN PRINCE	Am. str.	k. w.	Knitschky	ARNHOLD, KARBURG & Co.	On 24th inst.
NEW YORK	AFGHAN PRINCE	Am. str.	k. w.	Knitschky	ARNHOLD, KARBURG & Co.	On 24th inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	2 m.	Gaisel	CANADIAN PACIFIC LINE	On 24th inst.
VANCOUVER, SEATTLE and/or TACOMA & PLEASANT (Or)	C. FRED. LAUREN	Am. str.	k. w.	S. Togo	PACIFIC MAIL S.S. Co.	On 24th inst., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	PEBBIA	Am. str.	—	S. Togo	PACIFIC MAIL S.S. Co.	On 24th inst., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	HONGKONG MARU	Jap. str.	—	S. Togo	PACIFIC MAIL S.S. Co.	On 24th inst., at Noon.
SAN FRANCISCO VIA KEELUNG & JAPAN, &c.	KORSA	Am. str.	—	S. Togo	PACIFIC MAIL S.S. Co.	On 24th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—	M. Winkler	GLEN, LIVINGSTON & Co.	On 24th inst., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	KYUJAN MARU	Brit. str.	1 m.	W. Brown	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIYAN	Brit. str.	—	L. Klugkist	BUTTERFIELD & SWIRE	On 24th inst., at 3 P.M.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	COLOMBIA	Ger. str.	—	L. Klugkist	BUTTERFIELD & SWIRE	On 24th inst., at 2 P.M.
JAPAN	BYO MARU	Jap. str.	—	Chidley	TOYO KAISEN KAISHA	On 24th inst., at Noon.
YOKOHAMA, KOBE & MOJI	YUJAN MARU	Jap. str.	—	Chidley	TOYO KAISEN KAISHA	On 24th inst., at Noon.
YOKOHAMA & KOBE VIA SHANGHAI	PEBBIA	Am. str.	—	L. Klugkist	JARDINE, MATHESON & Co., Ltd.	About 27th inst.
KOBE & YOKOHAMA	COLOMBIA	Ger. str.	—	L. Klugkist	JARDINE, MATHESON & Co., Ltd.	About 16th inst.
KOBE & MOJI	YUJAN MARU	Jap. str.	—	L. Klugkist	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
KOBE & YOKOHAMA	YUJAN MARU	Jap. str.	—	L. Klugkist	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 11 A.M.
MOJI, KOBE & YOKOHAMA	YUJAN MARU	Jap. str.	—	L. Klugkist	JARDINE, MATHESON & Co., Ltd.	On 24th inst., 11 A.M.
MOJI, KOBE & YOKOHAMA	YUJAN MARU	Jap. str.	—	L. Klugkist	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
WELHAIWEI, CHEFOO & TIENTSIN	YUJAN MARU	Jap. str.	—	L. Klugkist	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
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SWATOW, NINGPO & SHANGHAI	YUJAN MARU	Jap. str.	—	L. Klugkist	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
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AMOI & FOOCHOW	YUJAN MARU	Jap. str.	—	L. Klugkist	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
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BOMBAY VIA SINGAPORE & COLOMBO	YUJAN MARU	Jap. str.	—	L. Klugkist	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
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SANDAKAN	YUJAN MARU	Jap. str.	—	L. Klugkist	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
JESSULTON, KUDAT & SANDAKAN	YUJAN MARU	Jap. str.	—	L. Klugkist	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
HOIHOW, PAKHOI & BANPHONG	YUJAN MARU	Jap. str.	—	L. Klugkist	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.

CANADIAN PACIFIC
ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		FROM L'POOL		FROM VANCOUVER						
STEAMERS	Hour- kong	Shai Wosung	Naga- saki	Kobe	Yoko- hama	Vancou- ver	Quebec	Liver- pool	Liver- pool	Quebec	STEAMERS	Vancou- ver	Yoko- hama	Kobe	Naga- saki	Shai Wosung	Hong- kong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
EMPERESS OF INDIA	24 Sept.	27 Sept.	29 Sept.	1 Oct.	3 Oct.	15 Oct.	23 Oct.	30 Oct.	15 Aug.	22 Aug.	EMPERESS OF INDIA	27 Aug.	10 Sept.	11 Sept.	13 Sept.	15 Sept.	18 Sept.
EMPERESS OF ASIA	8 Oct.	10 Oct.	12 Oct.	14 Oct.	16 Oct.	25 Oct.	30 Oct.	6 Nov.	29 Aug.	5 Sept.	EMPERESS OF ASIA	10 Sept.	21 Sept.	22 Sept.	24 Sept.	26 Sept.	29 Sept.
EMPERESS OF JAPAN	22 Oct.	25 Oct.	27 Oct.	29 Oct.	31 Oct.	12 Nov.	20 Nov.	27 Nov.	12 Sept.	19 Sept.	EMPERESS OF JAPAN	24 Sept.	8 Oct.	9 Oct.	11 Oct.	13 Oct.	16 Oct.
EMPERESS OF RUSSIA	5 Nov.	7 Nov.	9 Nov.	11 Nov.	13 Nov.	22 Nov.	St. John 27 Nov.	4 Dec.	—	—	MONTEAGLE	1 Oct.	17 Oct.	20 Oct.	Moji 22 Oct.	25 Oct.	23 Oct.
EMPERESS OF INDIA	19 Nov.	22 Nov.	24 Nov.	26 Nov.	28 Nov.	10 Dec.	18 Dec.	25 Dec.	26 Sept.	3 Oct.	EMPERESS OF RUSSIA	8 Oct.	19 Oct.	20 Oct.	N'ashi 23 Oct.	24 Oct.	27 Oct.
EMPERESS OF ASIA	5 Dec.	7 Dec.	9 Dec.	11 Dec.	13 Dec.	20 Dec.	25 Dec.	1 Jan.	10 Oct.	17 Oct.	EMPERESS OF INDIA	22 Oct.	5 Nov.	6 Nov.	8 Nov.	10 Nov.	13 Nov.

PASSAGE RATES—HONGKONG TO LONDON.

STEAMERS	Meals and Sleeping	VIA QUEBEC	VIA NEW YORK
EMPERESS OF RUSSIA	£71.10	£71.10	
EMPERESS OF ASIA	£65	£65	
EMPERESS OF INDIA	£43	£43	
EMPERESS OF JAPAN	£43	£43	
MONTEAGLE	£43	£43	

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
AROUND THE WORLD RATES in connection with Suez Mail Lines or TRANS-SIBERIAN ROUTE.
Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA" registered tonnage 16,850, displacement 34,000 tons, are now quadruple screw turbine steamers, the fastest, fastest and most luxurious on the Pacific.
SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND."
THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.
Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C.
For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—
D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

(743)

BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULFILL," 4,154 tons gross, Captain Chidley, will be despatched for YOKOHAMA, KOBE and MOJI on the 20th September, at 4 P.M., taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Telephone No. 215.
Hongkong, 6th September, 1913.

THE ROYAL MAIL STEAM
PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"BADNORSHIRE"	On 12th Oct.
LONDON & ANTWERP	"VESTAL"	On 18th Oct.
LONDON & ANTWERP	"DEN OF BUTHVEN"	On 26th Oct.

NEW TRANS-PACIFIC "SHIRE" AND "GLEN"

JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"DEN OF GLAMIS"....	On 23rd Sept.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"DEN OF AIRLIE".....	On 16th Nov
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"MONMOUTHSHIRE"....	On 14th Dec.

PACIFIC MAILS S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO.

MONGOLIA 27,000 tons, twin screws.	COMFORT.	From HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONO-
MANCHURIA 27,000 tons, twin screws.		
KOREA 13,000 tons, twin screws.	SAFETY.	LULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.
SIBERIA 13,000 tons, twin screws.		
NILE 11,000 tons.	SPEED.	
CHINA 10,200 tons.		
PERIA 9,000 tons.		

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS,
WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE
KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V.
MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

THE COST:—By this route to London with its unrivalled opportunities is
£71-10-0, for a return ticket £120. To San Francisco via Japan and Honolulu
the cost is £45. By the INTERMEDIATE SERVICE First Class accommodations are
provided for £65 to London (return ticket £109) and to San Francisco £36. SPECIAL
RATES to Army and Navy Officers, Diplomatic, Consular and Civil Service, on application.

STEAMERS	Tons	Sailing
PERIA	9,000	SATURDAY, 13th Sept., at Noon
KOREA	13,000	SATURDAY, 20th Sept., at 1 P.M.
SIBERIA	13,000	SATURDAY, 4th Oct., at 1 P.M.
CHINA	10,200	TUESDAY, 14th Oct., at Noon
MANCHURIA	27,000	TUESDAY, 21st Oct., at 1 P.M.
NILE	11,000	TUESDAY, 28th Oct., at 9.45 A.M.
MONGOLIA	27,000	SATURDAY, 8th Nov., at 1 P.M.
PERIA	9,000	TUESDAY, 25th Nov., at Noon

Passengers holding through Tickets have the privilege of travelling by Train between
Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	From MANILA.	Due Hongkong.
13th Sept. PERIA	15th Sept.	10th Sept. KOREA	12th Sept.	12th Sept.
14th Oct. CHINA	16th Oct.	24th Sept. SIBERIA	26th Sept.	26th Sept.
28th Oct. NILE	30th Oct.	2nd Oct. CHINA	4th Oct.	4th Oct.
28th Nov. PERIA	27th Nov.	9th Oct. MANCHURIA	11th Oct.	11th Oct.
30th Dec. CHINA	1st Jan.	18th Oct. NILE	20th Oct.	20th Oct.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). R. C. MORTON, AGENT. TELEPHONE No. 141.

Panama-Pacific International Exposition—San Francisco—1915.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

FOR STEAMER TO SAIL

TRANS SHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY
and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE
Through Tickets.

Railway from MARSEILLES to LONDON. Intermittent most passengers on their
arrival in Marseilles.

For further particulars apply to
S. O. DE BUSSIERRE, Acting Agent,
QUEEN'S BUILDING.

**SWEDISH EAST ASIATIC
CO., LTD.**

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILING.
SHANGHAI, YOKOHAMA	"YEDDO"	7,200	On 13th Sept.
Kobe and MOJI	"PEKING"	6,500	On 28th Sept.
For Freight and Further Particulars, apply to	"JAPAN"	9,000	About 2nd Oct.

ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

From HONGKONG: 27th Sept. Connecting with "KATANGA"
From COLOMBO: 12th Oct.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For Rates and Further Information, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.**APCAR LINE.**REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.**EASTWARD.**

S.S. "JELUNGA," 5,206 tons, Captain J. R. O. Sullivan, will be despatched
for KOBE and MOJI on 23rd September.
S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched
to SHANGHAI, KOBE and MOJI on 27th September.

WESTWARD.

S.S. "GREGORY APCAR," 4,500 tons, Capt. J. E. Drake, will be despatched
for SINGAPORE, PENANG and CALCUTTA on 16th September, at 3 P.M.
S.S. "DILWARA," 5,328 tons, Captain G. N. Ramo, S.N.S., will be despatched
as above on 22nd September.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a daily qualified surgeon.
For Freight or passage, apply to—

DAVID SASSOON & CO., LTD.,
HONGKONG, 12th September, 1913. AGENTS.**HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS.**JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 12 SEPT., 1913.

8 a.m. HONAM. 8 a.m. HEUNGSHAN.
10 p.m. KINSHAN. 5 p.m. KINSHAN.

SATURDAY, 13 SEPT., 1913.

8 a.m. HEUNGSHAN. 8 a.m. HONAM.
10 p.m. HONAM. 5 p.m. KINSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers.
Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI AN, Tons 1,651. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 14 SEPTEMBER, 1913.

The Company's Steamship
"SUI AN"
Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.**CANTON-WUCHOW LINE.**

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin
accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [51]

**SAN FRANCISCO
SCENIC ROUTE****TRANS-PACIFIC****TOYO KISEN KAISHA****TRANS-CONTINENTAL****WESTERN PACIFIC****DENVER AND RIO GRANDE.**

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.
S.S. CHIYO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (Intermediate.)

S.S. HONGKONG MARU ... 11,000 tons. (Intermediate.)

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA,
PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being
Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment
of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in
every Berth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathtubs, Steam
Lathery, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture
Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

**WESTERN PACIFIC-DENVER AND
RIO GRANDE.**

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the
Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City
and Denver without Change. Through Standard Sleepers. Through Tourist Sleepers.
Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New
Lands, Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the
Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections
at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVAZ and PORT SAID.
S.S. "AFRICA," 8,840 tons, will leave as above on 15th Sept., at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor
Stewardsess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA

STRAITS (CALCUTTA), COLOMBO, ADEN, SUVAZ and PORT SAID.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 1st October.

The Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon
Passengers. No Surplus. Doctor, Stewardsess, Wireless Telegraphy.

RAILWAY FARES: 1st Class—London.

Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £23.15, II £14.16.

Via Venice, Milan, St. Gotthard, Lucerne, Lake, Lake, Calais or Boulogne, Class I £23.15, II £14.16.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £23.15, II £14.16.

Via Munich, Cologne, Hook or Flushing, Class I £23.15, II £14.16.

TO SHANGHAI.

S.S. "KORBER," 9,900 tons, will leave as above on 1st October, at 6 A.M.

FARES: Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "PERIA," 12,500 tons, will leave as above about 27th September.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents,
Hongkong, 8th September, 1913. Princes' Building. [52]**NIPPON YUSEN KAISHA**

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA-	IYO MARU Capt. Hirase,	12,500	WED'DAY, 24th Sept., at Daylight.
PORE, PENANG, COLOMBO, SUZ and PORT SAID	HIRANO MARU Capt. H. Fraser,	16,000	WED'DAY, 8th Oct., at D'light.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	SADO MARU Capt. Anzawa,	12,500	TUESDAY, 23rd Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YOKOHAMA MARU Capt. S. Wada,	12,500	TUESDAY, 7th Oct., at Noon.
	KUMANO MARU Capt. M. Winkler,	9,300	WED'DAY, 24th Sept., at Noon.
	INABA MARU Capt. Tomimaga,	12,500	WED'DAY, 22nd Oct., at Noon.
CALCUTTA via SINGAPORE PENANG & RANGOON	CEYLON MARU Capt. Noguichi,	12,000	SATURDAY, 30th September.
BOMBAY via SINGAPORE, and COLOMBO	KAMAKURA MARU Capt. T. Hori,	12,500	MONDAY, 15th September.
Kobe and YOKOHAMA	KAMO MARU Capt. K. Kawara,	16,000	THURSDAY 25th Sept., at 11 A.M.
SHANGHAI, NAGASAKI, Kobe and YOKOHAMA	TOSA MARU Capt. Sato,	12,000	MONDAY, 15th September.
NAGASAKI, Kobe & YOKOHAMA	INABA MARU Capt. Tomimaga,	12,500	WED'DAY, 24th Sept., at 11 A.M.
SHANGHAI, MOJI and KOBE	PENANG MARU Capt. Noma,	12,500	WED'DAY, 24th September.

Fitted with New System of Wireless Telegraphy.

Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	Kobe Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

[11-12-1]

**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.****HOMEWARD PASSENGER SEASON, 1914.**

PROPOSED SAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANG- HAI	Leave HONG- KONG.	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEIL- LES	Due at PLYMOUTH (London 1 day later)
p.m.		10 p.m.	1 p.m.		Saturday	Friday
Thurs.		Tues.	Satur.			
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN	Feb. 14	Feb. 20
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MORBA	Feb. 28	Mar. 6
Feb. 5	CHINA	Feb. 10	Feb. 14	MALJOJA	Mar. 14	Mar. 20
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMORA	Mar. 28	Apr. 3
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 11	Apr. 17
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 25	May 1
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 9	May 15
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 23	May 29
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	June 6	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—				LONDON	
1st Saloon	"A"	Accommodation	Single	£25.	Return
	"B"	"	"	£23.	"
2nd Saloon	"A"	"	"	£24.	"
	"B"	"	"	£20.	"
1st Saloon	"A"	Accommodation	Single	£21.	Return
	"B"	"	"	£19.	"
2nd Saloon	"A"	"	"	£22.	"
	"B"	"	"	£18.	"

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRAMP) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'NILES	Due at LONDON
BORNEO	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 2	Mar. 13
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 25	Apr. 1
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 1	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 5	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETENHAM, PENANG and COLOMBO.

FARES TO LONDON:

1st Saloon £50 Single £25 Return.
2nd Saloon £35 Single £20 Return.

FARES TO MARSEILLES:

1st Saloon £46 Single £23 Return.
2nd Saloon £33 Single £

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DEVANHA	Noon, 13th Sept.	See Special of Call
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES.	NYANZA	About 13th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE, SYRIA, AND YOKOHAMA.	Capt. C. H. Longden, R.N.R.	About 22nd Sept.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th September, 1913

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, NINGPO & SHANGHAI	"KWEILIN"	On 12th Sept. Noon.
MOIHOW, PAKHOI & HAIPHONG	"KAIPOH"	On 13th Sept. 9 A.M.
SHANGHAI	"TINGHOW"	On 13th Sept. 11 A.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW"	On 14th Sept. 11 A.M.
MANILA, CEBU and ILOILO	"TEAN"	On 16th Sept. 4 P.M.
SHANGHAI	"ANHUI"	On 18th Sept. 4 P.M.
SHANGHAI	"CHENAN"	On 20th Sept. 11 A.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—**BUTTERFIELD & SWIRE, AGENTS.**

Hongkong, 12th September, 1913. Telephone 36.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	20th September	On 19th Sept. 11 A.M.
EASTERN	11th October	On 10th Oct. 11 A.M.
EMPIRE	1st November	On 31st Oct. 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. (State-rooms have Electric Fans) A daily qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG - AMERIKA LINIE. IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD	HOMEWARD
FOR SHANGHAI, KOBE AND YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. ALBENGA ... 20th Sept.	S.S. BELGRAVIA ... 14th Sept.
S.S. SUEDEMARK ... 20th Sept.	FOR BREMEN & HAMBURG:
S.S. ARABIA ... 6th Oct.	S.S. SCANDIA ... 17th Sept.
S.S. SEGOVIA ... 20th Oct.	FOR NEW YORK:
S.S. ALTMARK ... 5th Nov.	S.S. AMBRIA ... 19th Sept.
	FOR HAVRE, ANTWERP & HAMBURG:
	S.S. GRAECIA ... 22nd Sept.
	FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or):
	S.S. C. VED. LAEISZ ... 30th Sept.
	FOR HAVRE & HAMBURG:
	S.S. SENEGAMBIA ... 30th Sept.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 12th September, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Roach	SATURDAY, 13th Sept., at 5 P.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 19th Sept., at 11 A.M.

* This Steamer will not call at Swatow.

FOR SWATOW AND RETURN. (Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	FRIDAY, 12th Sept., at 2 P.M.
		TUESDAY, 16th Sept., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Ulake Pier).

For Freight and Passage, apply to—

DOUGLAS, LIPPAIK & Co.,
GENERAL MANAGERS.

Hongkong, 12th September, 1913.

TOYO KISEN KAISHA. IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES. SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.
CHIYO MARU	W. W. Greene	FRIDAY, 27th Oct., at Noon.
NIPPON MARU	A. G. Stevens	WED. DAY, 5th Nov., at Noon.
TENYO MARU	E. Bent	TUESDAY, 11th Nov., at Noon.

THE S.S. "HONGKONG MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on FRIDAY, the 19th September, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WED. DAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"PANAMA MARU"	J. Kame	WED. DAY, 17th Sept., at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WED. DAY, 15th Oct., at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 30th Oct., at 1 P.M.
"CANADA MARU"	K. Mori	
"TACOMA MARU"	T. Hamada	

† Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA.

† Calling at KEELUNG, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

STEAMER	CAPTAIN	LEAVING
"SAIGON MARU"	T. Yamaguchi	MONDAY, 22nd Sept., 4 P.M.
"INDO MARU"	K. Komiyama	THURSDAY, 3rd Oct., 4 P.M.
"LUZON MARU"	A. Yamamoto	

FOR MOJI, KOBE AND YOKOHAMA.

"INDO MARU"	K. Komiyama	SATURDAY, 20th Sept., P.M.
"LUZON MARU"	H. Yamamoto	THURSDAY, 30th Oct., P.M.
"SAIGON MARU"	T. Yamaguchi	

CHINA AND FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

"KAIJO MARU"	Y. Yamamoto	SATURDAY, 13th Sept., at 2 P.M.
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FOR TAMSUI VIA SWATOW AND AMOY.

"DALIN MARU"		FRIDAY, 12th Sept., at Noon.
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"FOR ANPING AND TAKAO VIA SWATOW AND AMOY."		Leaving
"SHOSHU MARU"	T. Fuchigami	WED. DAY, 17th Sept., at 10 A.M.

"SHOSHU MARU"	T. Fuchigami	FRIDAY, 12th Sept.
---------------	--------------	--------------------

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER,
Second Floor No. 1 Queen's Building.

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. Mc Murray	Manila, Mangarin, Cebu and Iloilo	On 13th Sept., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 24th Sept., 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewardess Carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers.

Hongkong 6th September, 1913. PHILIPPINES S.S. Co. 110

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS, WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 84' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire, Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRIFT CABLES, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE

HONGKONG, CHINA AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK."

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	—	—	JAVA	First half of September.
TJIKINI	JAPAN	Second half of September.	JAVA	Second half of September.
TJIBODAS	JAVA	Second half of September.	SHANGHAI	Second half of September.
TJIMAH	JAPAN	Second half of September.	JAVA	Second half of September.
TJIMANOEK	JAVA	Second half of September.	JAPAN	Second half of September.
TJILATJAP	JAPAN	First half of October.	JAVA	First half of October.
TJIPANAS	JAVA	First half of October.	SHANGHAI	First half of October.
TJILIWONG	JAPAN	First half of October.	JAVA	First half of October.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.

Hongkong, 10th September, 1913.

Telephone No. 375.

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THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
"TAIYUAN"	17th September.	24th September.
"CHANGSHA"	27th October.	31st October.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried. Reduced Rates. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE

Hongkong, 12th September, 1913. Telephone No. 36. AGENTS. 1070

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	"LUETZOW," Capt. H. Textor.	17,300	Wed. day, 17th Sept., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE, and YOKOHAMA	"GNEISENAU," Capt. Fr. Rasm.	16,000	About Wed. day, 17th Sept.
MANILA, YAP, MARONN, NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. Klugkist.	6,750	Saturday, 4th Oct., at 9 A.M.
KOBE and YOKOHAMA	"COBLENZ," Capt. L. Klugkist.	6,750	About Tuesday, 16th Sept.
JESSELTON, KUDAT and SANDAKAN	"BORNEO," Capt. J. Kornier.	5,000	About End of Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

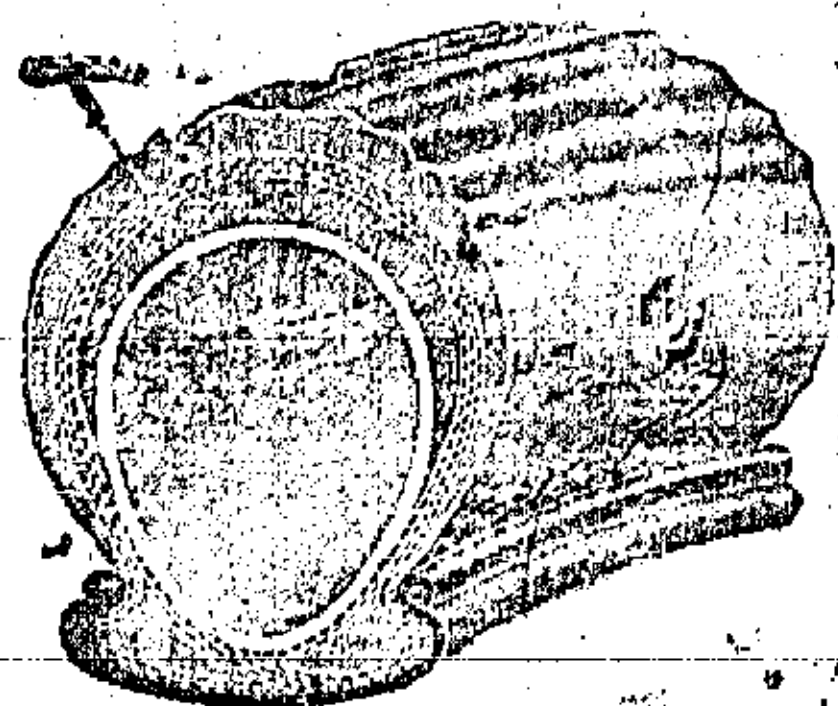
NORDDEUTSCHER LLOYD,
MELOERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 11th September, 1913.

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PETER'S UNION



the most durable and economical
PNEUMATIC

for
RICKSHAWS AND MOTOR CARS.

Representative for China

HUGO C. A. FROMM.

Hongkong, 8th September, 1913.

[44-35]

LEONHARDI'S

INKS, GUMS, TYPEWRITER RIBBONS
ARE THE BEST!

**LEONHARDI'S
CARBON PAPER**
(PURPLE).

\$3.50 only Per Box of 100 Sheets.

RETAIL:
WING HING, STATIONER,
25, WELLINGTON STREET.

WHOLESALE:
HUGO C. A. FROMM,
20, DES VŒUX ROAD CENTRAL, 1st Floor.

Hongkong, 8th September, 1913.

[44-13]

NATURA MILK

LION



BRAND

BEST STERILIZED MILK
ON THE MARKET.

\$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,

Pat. 960.

20, DES VŒUX ROAD, 1ST FLOOR.

Hongkong, 8th September, 1913.

[44-45]

POST OFFICE NOTICE.

The *Shingo Maru*, with the American Mail, is due to arrive here to-day, at 10 a.m.
The *Devanha*, with the Mail from London (via Siberia) of Wednesday, 20th, and Saturday, 23rd ult., is due to arrive here to-day.

FOR	PER	DATE
Swatow and Bangkok	Locksaw	Friday, 12th, 9.00 A.M.
Swatow and Ningpo	Locksaw	Friday, 12th, 11.00 A.M.
Swatow	Haiman	Friday, 12th, 1.00 P.M.
Straits and Samarang	Chunwang	Friday, 12th, 1.00 P.M.
Macao	Sui Tai	Friday, 12th, 1.15 P.M.
Swatow, Amoy, and Formosa via Tamsui	Daijin Maru	Friday, 12th, 2.00 P.M.
Hoihow, Paitoh, Haiphong and Saigon	Kuifong	Saturday, 13th, 8.00 A.M.

PHILIPPINE ISLANDS, JAPAN via
NAGASAKI, HONOLULU, UNITED STATES,
SOUTH AMERICA, and CANADA via SAN
FRANCISCO

STRAITS, BURMAH, CEYLON, ADELAIDE,
WESTERN AUSTRALIA, INDIA, ADE,
EGYPT, and EUROPE via BRINDISI
Late Letters 11.00 to Noon. (Extra
Postage 10 cents.)
(Supplementary mail on board up to the
time fixed for departure of the mail,
Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)
The Parcel mail will be closed
to-day, at 5 p.m.

FOR	PER	DATE
Philippine Islands	Loongsaw	Saturday, 13th, 1.00 P.M.
Swatow, Amoy and Foochow	Kawio Maru	Saturday, 13th, 1.00 P.M.
Macao	Sui Tai	Saturday, 13th, 1.15 P.M.
Amoy and Foochow	Haitan	Saturday, 13th, 2.00 P.M.
Philippine Islands	Zafire	Saturday, 13th, 3.00 P.M.
Swatow, Shanghai and North China	Changwang	Saturday, 13th, 5.00 P.M.
Swatow, Weihaiwei, Chefoo and Tientsin	Changwang	Saturday, 13th, 5.00 P.M.
Weihaiwei, Chefoo and Tientsin	Kuichow	Saturday, 13th, 5.00 P.M.
Shanghai and North China	Yingchow	Saturday, 13th, 5.00 P.M.
(EUROPE via SIBERIA)		
Batavia	Mauwang	Monday, 15th, 11.00 A.M.
Shanghai and North China	Kwongwang	Monday, 15th, 5.00 P.M.
Swatow	Haiman	Tuesday, 16th, 10.00 A.M.
Straits and India via Calcutta	Gregory Apur	Tuesday, 16th, 2.00 P.M.
Philippine Islands	Tean	Tuesday, 16th, 3.00 P.M.

STRAITS, BURMAH, CEYLON, ADELAIDE,
WESTERN AUSTRALIA, INDIA, ADE,
EGYPT, and EUROPE via NAPLES

FORMOSA via Keelung, Shanghai, North
China, Japan via Nagasaki, Victoria,
B.C., and Tacoma
Shanghai and North China
Philippine Islands, Australia, Tasmania,
and New Zealand via Port Darwin
Swatow, Amoy and Foochow

PHILIPPINE ISLANDS, JAPAN via
NAGASAKI, HONOLULU, UNITED STATES,
SOUTH AMERICA, and CANADA via
SAN FRANCISCO

Philippine Islands...
Shanghai and North China
(EUROPE via SIBERIA)

SHANGHAI, NORTH CHINA, JAPAN via
NAGASAKI, HONOLULU, UNITED STATES,
SOUTH AMERICA, and CANADA via
SAN FRANCISCO

Philippine Islands...
Shanghai and North China
(EUROPE via SIBERIA)

Philippine Islands...
Shanghai and North China
(EUROPE via SIBERIA)

COMMERCIAL.

CLOSING QUOTATIONS.
September 11th.

ON LONDON:	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	2/
Bank Bills, at 30 days' sight	2/
Bank Bills, at 4 months' sight	2/
Credits, at 4 months' sight	2/
Documentary Bill 4 months' sight	2/
ON BANKS:	
Bank Bills, on demand	252
Credits, at 4 months' sight	257
ON GERMANY:	
On demand	203 1/2
ON NEW YORK:	
Bank Bills, on demand	48 1/2
Credits, at 60 days' sight	49 1/2
ON BOMBAY:	
Telegraphic Transfer	148 1/2
Bank, on demand	149
ON CALCUTTA:	
Telegraphic Transfer	148 1/2
Bank, on demand	149
ON SHANGHAI:	
Bank, at sight	73 1/2
Private, 30 days' sight	74
ON YOKOHAMA:	
On demand	97 1/2
ON MANILA:	
On demand	98 1/2
ON SINGAPORE:	
On demand	35 1/2
ON BATAVIA:	
On demand	120 1/2
ON HAIPHONG:	
On demand	1 1/2 pm.
ON BANGKOK:	
On demand	7 1/2
ON SOERABAYA:	
Bank's Buying Rate	\$9.95
GOLD LEAF, 100 fine, per tael	\$32.90
BAR SILVER, per oz.	\$27 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent.
Chinese	10	\$8.75 discount.
Hongkong	20	\$8.68
Hongkong	10	\$8.75
Hongkong	10	\$7.38

MAILS VIA SIBERIA.

London	August 23rd
Shanghai	September 8th

SHARE LIST—QUOTATIONS.

HONGKONG 11TH SEPTEMBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTA TIONS CASH.	RETURN ON BASIS OF LAST DIVD.
BANKS—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$792 1/2, sellers	5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$94, buyers	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4, sellers	
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$84, buyers	7 1/2 p.c.
COTTON MILLS—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 128, buyers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$94	
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$27 1/2, buyers	5 p.c.
DOCKERS AND WHARVES—					
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$92, sellers	5 p.c.
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$78, sales	5 p.c.
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$84	7 1/2 p.c.
S'hai, Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 53, buyers	
S'hai, Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 105	
Green Island Cement Co., Limited	60,000	\$10	all	\$64, sellers	4 p.c.
Hongkong Electric Co., Limited	40,000	\$10	all	\$40, sales	5 p.c.
Hongkong Hotel Company, Limited	12,000	\$50	all	\$25	
Manila Metropolitan Hotel, Limited	15,000	P. 10	all	P. 8, sellers	
Hongkong Ice Company, Limited	5,000	\$25	all	\$17 1/2, sellers	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$23, buyers	9 1/2 p.c.
H'kong & South China Steam Fishers Co., Ltd.	15,000	\$10	all	\$2, buyers	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	\$10	all	\$7, buyers	
INSURANCE—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$313, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$145, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$25	\$5	\$323, buyers	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15	\$3	Tls. 137 1/2	
Union Insurance Society, Limited	12,400	\$250	\$100	\$786	6 1/2 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$60	\$190, @ Ex 73	
LANDS AND BUILDINGS—					
Thong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$114, sellers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$9, buyers	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$46, buyers	7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 89	
West Point Building Co., Limited	12,500	\$50	all	\$72, sellers	5 1/2 p.c.
Manichappi tot Mijne, Bosh-on	25,000	Gds. 10	all	Tls. 23 1/2, buyers	
MINING—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$2 1/2	
Heawood Tin and Rubber Estate, Ltd.	822,000	2/	all	3/6	
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3, buyers	
Trench Mines, Limited	160,000	\$1	all	\$8 1/2, buyers	
Peak Tramways Co., Limited	25,000	\$10	all	\$10	7 1/2 p.c.
Philippine Co., Limited	50,000	\$10	\$1	\$0.90	
Palpas et Papeteries du Tonkin Societe des	75,000	\$10	all	\$5	
REFINERIES—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$95, sellers	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$160	all	\$33	
STEAMSHIP COMPANIES—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$6	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$37, sellers	7 1/2 p.c.
H'kong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$28 1/2, sales	
Indo-China Steam Navigation Co., Ltd.	60,000 prof.	\$5	all	\$75	
Shell Transport & Trading Co., Ltd.	60,000 def.	\$5	all	\$136 1/2, buyers	6 p.c.
Star Ferry Company, Limited	30,000	\$10	all	\$57, buyers	3 1/2 p.c.
South China Morning Post, Limited	6,000	\$25	all	\$2	
Steam Laundry Company, Limited	20,000	\$5	all	\$4	
STORES AND DISPENSARIES—					
Campbell, Moore & Co., Limited	1,000	\$10	all	\$25	
Powell, Wm., Limited	15,000	\$7	all	\$10 1/2	
Watson & Co., A. S., Limited	90,000	\$10	all	\$7 1/2, buyers	4 p.c.
Weissmann, Limited	3,000	\$10	all	\$31	
Union Waterboat Co., Limited	80,000	\$10	all	\$17, buyers	5 1/2 p.c.
Para Rubber in London					3/7 per lb.
Loans.	Amount.	Value.	Interest.	Quotation.	
Chinese Imperial 1896	Tls. 767,200.	Tls. 250	7 1/2 p. annum	Par.	
YERSON & SMYTH, Share Brokers.					

FORTHCOMING EVENTS.

Wednesday, 24th Sept.—
Noon—Douglas Steamship Co., Ltd., Meeting
of Shareholders.
Monday, 16th Sept.—
3 p.m.—Auction of Crown Land at Wong Nei
Chong Rd. and Tai Hang Village, by Public
Works Dept.
Friday, 19th, Sept.:
11 a.m.—Hongkong Club Half-Yearly Draw-
ing of 53 Debentures at the Club House.

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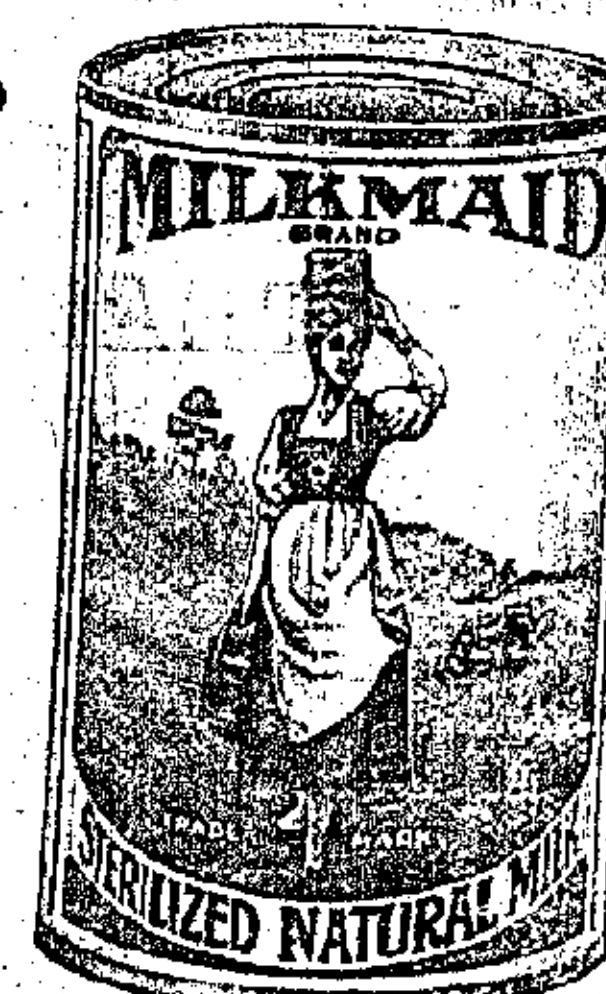


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